



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.chicagoareaplaning.org

CMAQ Project Selection Committee Meeting

Annotated Agenda

February 28, 2008

1:00 p.m.

**Cook County Conference Room
233 S. Wacker Drive, Suite 800, Sears Tower
Chicago, Illinois**

Note: the meeting materials can be found at <http://www.cmap.illinois.gov/cmaq/minutes.aspx>

1.0 Call to Order and Introductions

1:00 p.m.

Ross Patronsky, Committee Chair

2.0 Agenda Changes and Announcements

3.0 FY 2009 CMAQ Program

3.1 FY 2008 Proposal Summary

3.2 FY 2008 Program Mark

ACTION REQUESTED: Informational

4.0 Project Monitoring

5.1. FY 2007 Project Obligation Status

The obligation status of projects programmed in FY 2007 will be discussed.

5.2. FY 2006 and Earlier Projects by Large Implementers

The effort to more accurately assign CMAQ funds of larger projects to the appropriate fiscal year will be discussed.

5.3. Use of FY 2008 State Appropriation

Progress toward using the FY 2008 state appropriation will be discussed.

ACTION REQUESTED: Discussion

5.0 2007 Energy Bill (HR 6)

The impact of this legislation on CMAQ programming and obligations will be discussed.

ACTION REQUESTED: Discussion

6.0 Project Changes

4.1. IDOT – US 14/IL 43/Dempster St from Harlem Ave to Morton Grove Park District/Prairie View Dr and south to US 14/Caldwell Ave (TIP ID 02-08-0003)

The sponsor is withdrawing the project.

- 4.2. Naperville – Naper Blvd at Chicago Ave/Maple Ave Intersection Improvements (TIP ID 08-00-0065)
The sponsor is withdrawing the project.
 - 4.3. IEPA – Clean Air Public Information Campaign and Regional Carpool Radio Advertising (TIP ID 13-97-0002)
The sponsor is requesting a sponsor change for a portion of the project.
 - 4.4. Riverdale – Ivanhoe Metra Station Kiss 'n Ride Facility (TIP ID 07-05-0004)
The sponsor requests a cost increase.
 - 4.5. IDOT – IL 43/Waukegan Rd from Half Day Rd to Deerfield Rd (TIP ID 10-06-0004)
The sponsor requests a cost increase.
 - 4.6. Wilmette – Green Bay Rd from Lake Ave to Wilmette Ave (TIP ID 02-05-0002)
The sponsor requests a cost increase.
 - 4.7. Aurora – Galena Blv from Orchard Rd to Locust St (TIP ID 09-05-0001)
The sponsor requests a cost increase.
 - 4.8. Aurora – New York St from Farnsworth Ave to IL 31/Lake St (TIP ID 09-06-0065)
The sponsor requests a cost increase.
 - 4.9. Palos Park – 121st St and 80th Ave Pedestrian Path (TIP ID 06-04-0002)
The sponsor requests a cost increase.
 - 4.10. Mundelein – Mundelein Bicycle Path connecting Noll, Hanrahan, Lions Field & Libertyville Twp (TIP ID 10-04-0002)
The sponsor requests a cost increase.
 - 4.11. Villa Park – Roosevelt Road Sidewalk from Ardmore to Michigan (TIP ID 08-02-0008)
The sponsor requests a cost increase.
 - 4.12. Villa Park – South Villa Ave Sidewalk from Wildwood Ave to Park Blv (TIP ID 08-06-0004)
The sponsor requests a cost increase.
 - 4.13. Clarendon Hills – Chicago Ave Sidewalk from Wilmette Ave to Oxford Ave (TIP ID 08-05-0001)
The sponsor requests a scope change and/or sponsor change.
- ACTION REQUESTED: Approval of staff recommendations, barring discussion of any individual project

7.0 Post-Implementation Evaluation of Air Quality Benefits of CMAQ Projects

The status of this UWP project will be discussed.

ACTION REQUESTED: Informational

8.0 Other Business

9.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

10.0 Next Meeting

The next meeting will be on call.

11.0 Adjournment

CMAQ Project Selection Committee Members:

| | | |
|----------------------------|--------------------|--------------------|
| ____ Ross Patronsky, Chair | ____ Les Nunes | ____ Jeff Schielke |
| ____ Martin Buehler | ____ Mark Pitstick | |
| ____ Luann Hamilton | ____ Mike Rogers | |

Attending CMAQ Project Selection Committee Meetings at Sears Tower:

CMAQ Project Selection Committee meetings are public meetings; the public is invited to attend. Passes are available for people attending these meetings at the CMAP offices. If you wish to attend but have not attended meeting regularly, please call or e-mail Doug Ferguson (312-386-8824, dferguson@cmap.illinois.gov) in advance to be added to the list. For requests or problems on the day of the meeting, please call the CMAP main reception desk at 312-454-0400. A driver's license, state ID, or passport will be required to enter.

Chicago Metropolitan Agency for Planning

Preliminary Summary of FY 2009 CMAQ Proposals

| Proposal Type | count | Total Funds Requested (All Years) |
|---------------------------------|--------------|--|
| Bicycle Facility | 33 | \$50,571,934 |
| Bicycle Parking & Encouragement | 4 | \$2,220,664 |
| Bottleneck Elimination | 5 | \$18,967,800 |
| Commuter Parking | 5 | \$9,942,580 |
| Demonstration | 6 | \$14,080,000 |
| Diesel Emission Reduction | 14 | \$57,282,073 |
| Intersection Improvement | 43 | \$47,023,900 |
| Other | 5 | \$13,603,800 |
| Parking Deck | 2 | \$22,034,000 |
| Pedestrian | 12 | \$38,163,693 |
| Signal Interconnect | 31 | \$123,527,500 |
| Transit Facility Improvement | 4 | \$34,670,000 |
| Transit Service & Equipment | 17 | \$13,343,257 |
| Transit System Start-Up | 2 | \$84,960,000 |
| Transit Transfer | 1 | \$9,668,000 |
| Grand Total | 184 | \$540,059,201 |

| | | |
|---------------|-----|---------------|
| FY 2008 Total | 155 | \$358,841,659 |
|---------------|-----|---------------|

| Mar Letting Status January 28, 2008 | | FY 2008 | FY 2008 PROGRAM ACCOMPLISHMENTS - LOCAL PROGRAM | | | | | | | | | | | |
|---|----------------------|---------------------------|---|---|--------------------------------|---|---|--|-----------------------------------|---------------------------------------|--|--|-----------------------------|---------|
| ADJUSTED FY 2008 PROGRAM ACCOMPLISHMENTS DIST 1-9 | | | | | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | |
| FUND TYPES | No. PROJECTS * | TOTAL PROGRAM (000) | No. PROJECTS ACCOMP. ToDATE | Stg 5 - 7 TOTAL ACCOMP. TO DATE (000) | PERCENT COMPLETE Stg 5-7 | Stg 3 & 4 No. Projects Accompl. To Date | Stg 3&4 Total \$ Accomp To Date (000) | Percent Complete For Stgs 3-7 | Mar LETTING No. PROJECTS | Mar LETTING TOTAL COST (000) | ACCOMP. after LET (000) Stg 5-7 | w/o 3&4 PERCENT COMPLETE after LET (TOTAL) | Overall Percent Compl | |
| | | | | | | | | | | | | | | stg 3-7 |
| STU | 192 | 268,181 | 70 | 92,310 | 34.42% | 0 | 0 | 34.42% | 10 | 17,351 | 109,661 | 40.89% | | 40.89% |
| HBP | 144 | 44,105 | 49 | 20,801 | 47.16% | 0 | 0 | 47.16% | 11 | 4,603 | 25,404 | 57.60% | | 57.60% |
| STR | 62 | 58,401 | 20 | 12,049 | 20.63% | 0 | 0 | 20.63% | 3 | 1,215 | 13,264 | 22.71% | | 22.71% |
| Subtotal | 398 | 370,687 | 139 | 125,160 | 33.76% | 0 | 0 | 33.76% | 24 | 23,169 | 148,329 | 40.01% | | 40.01% |
| HES | 3 | 761 | 1 | 219 | 28.78% | 0 | 0 | 28.78% | 0 | 0 | 219 | 28.78% | | 28.78% |
| RRS | 19 | 3,780 | 12 | 2,410 | 63.76% | 0 | 0 | 63.76% | 0 | 0 | 2,410 | 63.76% | | 5.31% |
| DEMO/SPL/FH | 10 | 5,191 | 3 | 955 | 18.40% | 0 | 0 | 18.40% | 1 | 429 | 1,384 | 26.66% | | 26.66% |
| CMAQ | 25 | 57,800 | 25 | 21,996 | 38.06% | 0 | 0 | 38.06% | 4 | 2,429 | 24,425 | 42.26% | | 42.26% |
| MBR | 4 | 3,888 | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 2 | 2,700 | 2,700 | 69.44% | | 69.44% |
| HPD | 24 | 37,330 | 7 | 10,862 | 29.10% | 0 | 0 | 29.10% | 0 | 0 | 10,862 | 29.10% | | 29.10% |
| NCPD | 2 | 600 | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0 | 0.00% | | 0.00% |
| ITS | 0 | 0 | 0 | 0 | --- | 0 | 0 | --- | 0 | 0 | 0 | --- | | --- |
| TCS | 3 | 1,148 | 3 | 1,148 | 100.00% | 0 | 0 | 100.00% | 0 | 0 | 1,148 | 100.00% | | 100.00% |
| SEC | 6 | 3,584 | 1 | 75 | 2.09% | 0 | 0 | 2.09% | 1 | 600 | 675 | 18.83% | | 18.83% |
| EMR | 0 | 0 | 0 | 0 | --- | 0 | 0 | --- | 0 | 0 | 0 | --- | | --- |
| SPECIAL STP | 0 | 0 | 0 | 0 | --- | 0 | 0 | --- | 0 | 0 | 0 | --- | | --- |
| Subtotal | 96 | 114,082 | 52 | 37,665 | 33.02% | 0 | 0 | 33.02% | 8 | 6,158 | 43,823 | 38.41% | | 38.41% |
| TOTAL | 494 | 484,769 | 191 | 162,825 | 33.59% | 0 | 0 | 33.59% | 32 | 29,327 | 192,152 | 39.64% | | 39.64% |

Ross Patronsky

From: Cowles, Shirley A [Shirley.Cowles@illinois.gov]
Sent: Tuesday, February 26, 2008 9:56 AM
To: Ross Patronsky
Subject: CMAQ lapsing funds

CMAQ has \$67M in lapsing funds at the end of 2009. This year only \$12M have been spent down. I estimate I will take \$15M on the next rescission. Of course \$24M is slated for the end of 2009, but we need to get this program moving.

What can be done?

Thank you.

Shirley A. Cowles

Bureau of Statewide Program Planning

Program Management

217-785-8492



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

MEMORANDUM

To: CMAQ Project Selection Committee

Date: February 26, 2008

From: Ross Patronsky, Senior Planner

Re: 2007 Energy Bill (HR 6) and CMAQ share of obligations

Legislative Issues

In December, 2007 a new Energy bill was passed into law. Among the provisions of the bill were several that affect transportation funding, including the CMAQ program. The relevant text of the legislation is attached for your reference.

Of concern for this discussion is the section, 1131, "Increased Federal Share for CMAQ Projects." This section provides that CMAQ projects *obligated* in Federal FY 2008 or 2009 shall have a federal share not less than 80%, and at the state's discretion, up to 100%. Note that this applies to obligations, not programming, so projects programmed in other years that are obligated in FY 2008 or 2009 are subject to this provision. Conversely, projects programmed in FY 2008 or 2009 but not obligated by the end of FY 2009 are *not* subject to this provision. (FY 2008 has been interpreted to mean on after December 20, 2007, the date the bill became law. Obligations from October 1, 2007 to December 19, 2007 are not affected.)

Most CMAQ projects programmed in the northeastern Illinois region have a federal share of 80%. Of those with less than an 80% share, most are larger projects for which CMAQ funding is a portion of the total funding package. FHWA has clarified that for projects where CMAQ is a portion of a larger project, the 80% minimum applies to the CMAQ portion of the project, not the whole project. CMAP staff have not identified any active projects for which there is likely to be an increase in federal share simply due to this legislation.

However, CMAP staff has raised with FHWA a concern that projects with increasing costs may automatically get additional CMAQ funding under this provision. Consider, for example a project that was intended to cost \$500,000 with a CMAQ share of \$400,000. If the cost increases to \$1 million, when the implementer submits the higher cost for federal authorization (obligation), then IDOT and FHWA are required to provide a federal share of \$800,000. Thus,

the authority of the regional agency to program CMAQ funds has been circumvented. This question is still under review.

100% Funding Option

The legislation also allows obligating CMAQ projects up to a 100% federal share, at the state's discretion. As with the 80% minimum, this applies to projects obligated in FY 2008 or 2009, regardless of when the project was (or will be) programmed.

Prior to this legislation, certain CMAQ projects were eligible for 100% federal funding. These projects were, "traffic control signalization, traffic circles (also known as 'roundabouts'), safety rest areas, pavement marking, commuter carpooling and vanpooling, rail highway crossing closure, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections" (23 USC §120(c)). A list of northeastern Illinois CMAQ projects that have received over 80% federal share is attached. (Note that IEPA's Clean Air Campaign received over 80% federal share because the ridesharing portion was funded at 100% federal; the actual campaign was funded at an 80% federal share.)

As news of the new legislation has spread, other project sponsors have shown an interest in obtaining 100% federal funding. As a result several FY 2009 applications request 100% federal funding. (An exact count of these projects has not been made yet.)

These developments raise two issues:

- Should projects previously funded at an 80% (or less) federal share be obligated at a 100% share?
- Which FY 2009 proposals if any, should receive 100% federal funding?

With respect to the first issue, allowing 100% federal funding would increase the obligation of CMAQ funds, which continues to lag. The relatively short window of opportunity may also encourage sponsors to get projects obligated that they would otherwise not pursue due to issues related to their local match.

On the other hand, using additional CMAQ funds on certain projects implicitly removes those funds from other projects. Depending on the dollar amounts involved, it may be necessary to cancel some projects that had been programmed – the legislation does not provide additional funds for the CMAQ program.

Although CMAP staff is unaware of discussion on continuing the 100% federal share for CMAQ past FY 2009, this may be an issue when the next transportation authorization bill is prepared. At that point, the precedent set if 100% federal funding has been routinely applied will need to be considered.

Recommendation to the CMAQ Project Selection Committee:

- **Do not increase the percentage of federal funding for obligations of projects previously programmed.**

With respect to the second issue, providing a higher percentage of federal funding may encourage some projects that would otherwise not proceed for lack of local funds (i.e., the sponsor may be unable to undertake the project without the additional federal funds). Other projects may be able to proceed more quickly without the need to wait for the local match to be budgeted.

However, proposals that are programmed in FY 2009 may not be able to be obligated before the end of the fiscal year. Barring an extension of the higher federal share option, projects may be cancelled because they were relying on a higher federal share but were not obligated quickly enough.

In addition, programming a higher federal share to projects reduces the number of projects that can be accomplished within the available funds. Leveraging CMAQ funds has been a consideration in programming projects since the inception of the program.

Sponsor commitment is demonstrated through the requirement of a local match. The Bicycle and Pedestrian Task Force stated at its last meeting that requiring a local match should be continued for CMAQ proposals.

Only two CMAQ projects have routinely received a federal share higher than 80%: the Pace Van Pool program, and the ridesharing program previously administered by CATS, now sponsored by Pace. In 2008 McHenry County received 100% federal funding for a park and pool lot.

Recommendation to the CMAQ Project Selection Committee:

- **Recommend projects for a federal share higher than 80% only on a case-by-case basis. Advise sponsors of FY 2009 proposals that a federal share higher than 80% will not be routinely approved.**

1 *and Infrastructure of the House of Representatives and the*
 2 *Committee on Commerce, Science, and Transportation of*
 3 *the Senate a report on the short sea transportation program*
 4 *established under the amendments made by section 1121.*
 5 *The report shall include a description of the activities con-*
 6 *ducted under the program, and any recommendations for*
 7 *further legislative or administrative action that the Sec-*
 8 *retary of Transportation considers appropriate.*

9 ***Subtitle D—Highways***

10 ***SEC. 1131. INCREASED FEDERAL SHARE FOR CMAQ*** 11 ***PROJECTS.***

12 *Section 120(c) of title 23, United States Code, is*
 13 *amended—*

14 *(1) in the subsection heading by striking “FOR*
 15 *CERTAIN SAFETY PROJECTS”;*

16 *(2) by striking “The Federal share” and insert-*
 17 *ing the following:*

18 *“(1) CERTAIN SAFETY PROJECTS.—The Federal*
 19 *share”;* and

20 *(3) by adding at the end the following:*

21 *“(2) CMAQ PROJECTS.—The Federal share pay-*
 22 *able on account of a project or program carried out*
 23 *under section 149 with funds obligated in fiscal year*
 24 *2008 or 2009, or both, shall be not less than 80 per-*

1 *cent and, at the discretion of the State, may be up*
2 *to 100 percent of the cost thereof.”.*

3 **SEC. 1132. DISTRIBUTION OF RESCISSIONS.**

4 (a) *IN GENERAL.*—Any unobligated balances of
5 amounts that are appropriated from the Highway Trust
6 Fund for a fiscal year, and apportioned under chapter 1
7 of title 23, United States Code, before, on, or after the date
8 of enactment of this Act and that are rescinded in fiscal
9 year 2008 or fiscal year 2009 shall be distributed by the
10 Secretary of Transportation within each State (as defined
11 in section 101 of such title) among all programs for which
12 funds are apportioned under such chapter for such fiscal
13 year, to the extent sufficient funds remain available for obli-
14 gation, in the ratio that the amount of funds apportioned
15 for each program under such chapter for such fiscal year,
16 bears to the amount of funds apportioned for all such pro-
17 grams under such chapter for such fiscal year.

18 (b) *ADJUSTMENTS.*—A State may make adjustments
19 to the distribution of a rescission within the State for a
20 fiscal year under subsection (a) by transferring the amounts
21 to be rescinded among the programs for which funds are
22 apportioned under chapter 1 of title 23, United States Code,
23 for such fiscal year, except that in making such adjustments
24 the State may not rescind from any such program more
25 than 110 percent of the funds to be rescinded from the pro-

1 gram for the fiscal year as determined by the Secretary of
 2 Transportation under subsection (a).

3 (c) *TREATMENT OF TRANSPORTATION ENHANCEMENT*
 4 *SET-ASIDE AND FUNDS SUBALLOCATED TO SUBSTATE*
 5 *AREAS.*—Funds set aside under sections 133(d)(2) and
 6 133(d)(3) of title 23, United States Code, shall be treated
 7 as being apportioned under chapter 1 of such title for pur-
 8 poses of subsection (a).

9 **SEC. 1133. SENSE OF CONGRESS REGARDING USE OF COM-**
 10 **plete Streets Design Techniques.**

11 *It is the sense of Congress that in constructing new*
 12 *roadways or rehabilitating existing facilities, State and*
 13 *local governments should consider policies designed to ac-*
 14 *commodate all users, including motorists, pedestrians, cy-*
 15 *clists, transit riders, and people of all ages and abilities,*
 16 *in order to—*

17 (1) *serve all surface transportation users by cre-*
 18 *ating a more interconnected and intermodal system;*

19 (2) *create more viable transportation options;*
 20 *and*

21 (3) *facilitate the use of environmentally friendly*
 22 *options, such as public transportation, walking, and*
 23 *bicycling.*

Chicago Metropolitan Agency for Planning

Approved CMAQ Projects with 100% Federal Share for Part or All of Project

| TIP ID | Sponsor | Fiscal Year | Description | Federal Funds | Total Funds |
|------------|---|-------------|--|---------------|-------------|
| 11-07-0001 | McHenry County Division of Transportation | 2009 | Virginia Rd at IL 31(Southwest Quadrant) | \$30,000 | \$30,000 |
| 11-07-0001 | McHenry County Division of Transportation | 2010 | Virginia Rd at IL 31(Southwest Quadrant) | \$320,000 | \$320,000 |
| 13-97-0002 | IEPA | 1999 | IEPA-Clean Air Public Information Campaign and Regional Carpool Radio Advertising | \$500,000 | \$586,000 |
| 13-97-0002 | IEPA | 2000 | Clean Air Public Information Campaign and Regional Carpool Radio Advertising | \$500,000 | \$586,000 |
| 13-97-0002 | IEPA | 2002 | IEPA-Northeastern Illinois Outreach Campaign West Link | \$654,000 | \$743,200 |
| 13-97-0002 | IEPA | 2003 | Northeastern Illinois Public Information and Education Campaign | \$700,000 | \$798,400 |
| 13-97-0002 | IEPA | 2004 | Northeastern Illinois Public Information and Education Campaign Year 5 | \$700,000 | \$798,400 |
| 13-97-0002 | IEPA | 2006 | Clean Air Public Information and Education Campaign | \$850,000 | \$987,500 |
| 13-97-0002 | IEPA | 2007 | Clean Air Public Information and Education Campaign | \$900,000 | \$1,037,500 |
| 13-97-0002 | IEPA | 2008 | Northeastern Illinois Public Information and Education Campaign for Clean Air Public | \$900,000 | \$1,037,500 |
| 17-01-0002 | Pace | 2001 | Pace-Commuter Vans Service Expansion | \$1,125,000 | \$1,125,000 |
| 17-94-0002 | Pace | 1992 | VANPOOL INCENTIVE PROGRAM 1992 200 VANS | \$3,200,000 | \$3,200,000 |
| 17-94-0002 | Pace | 1995 | VANPOOL INCENTIVE PROGRAM | \$800,000 | \$800,000 |
| 17-94-0002 | Pace | 1996 | VANPOOL INCENTIVE PROGRAM 1996 | \$500,000 | \$500,000 |
| 17-94-0002 | Pace | 1997 | Vanpool Fleet | \$2,000,000 | \$2,000,000 |
| 17-94-0002 | Pace | 1999 | Pace-VIP Vanpool Program | \$2,900,000 | \$2,900,000 |
| 17-94-0002 | Pace | 2000 | Pace - VIP Vanpool Program | \$2,900,000 | \$2,900,000 |
| 17-94-0002 | Pace | 2003 | Vanpool Program | \$5,130,000 | \$5,130,000 |
| 17-94-0002 | Pace | 2004 | Vanpool Program | \$6,200,000 | \$6,200,000 |
| 17-94-0002 | Pace | 2006 | Vanpool Program | \$3,420,000 | \$3,420,000 |
| 17-94-0002 | Pace | 2008 | Vans for the Pace Vanpool Program | \$2,850,000 | \$2,850,000 |



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

MEMORANDUM

To: CMAQ Project Selection Committee

Date: February 22, 2008 (Revised February 26, 2008)

From: Ross Patronsky, Senior Planner; Doug Ferguson, Associate Planner

Re: CMAQ Project Change Requests

Thirteen sponsors have requested project changes. The net change in the federal amount programmed resulting from the requests is \$859,196, excluding the two requests from Aurora. The sponsors' requests are attached.

IDOT – US 14/IL 43/Dempster St from Harlem Ave to Morton Grove Park District/Prairie View Dr and south to US 14/Caldwell Ave (TIP ID 02-08-0003)

The sponsor is withdrawing the project, which was programmed in 2008 for \$337,000 federal.

As detailed in their letter, the work is being done under another CMAQ-funded project (02-05-0001, IL 43/Waukegan Rd from Beckwith Rd to US 14/Caldwell Ave).

Recommendation to the CMAQ Project Selection Committee:

- **Accept the withdrawal of IDOT – US 14/IL 43/Dempster St from Harlem Ave to Morton Grove Park District/Prairie View Dr and south to US 14/Caldwell Ave (TIP ID 02-08-0003), in the amount of \$337,000 federal.**

Naperville – Naper Blvd at Chicago Ave/Maple Ave Intersection Improvements (TIP ID 08-00-0065)

The sponsor is withdrawing the project, which was programmed in 2001 for \$428,000 federal.

Following completion of preliminary engineering, the project was deemed infeasible. \$164,213 was spent on engineering, leaving a balance of \$263,787.

Recommendation to the CMAQ Project Selection Committee:

- **Accept the withdrawal of Naperville – Naper Blvd at Chicago Ave/Maple Ave Intersection Improvements (TIP ID 08-00-0065), in the amount of \$263,787 federal.**

IEPA – Clean Air Public Information Campaign and Regional Carpool Radio Advertising (TIP ID 13-97-0002)

The sponsor is requesting that a portion of the project be transferred to Pace. The transfer will allow the ridesharing portion of the project to be spent more promptly, and will avoid problems with state appropriation limitations.

Since the scope of the combined project is not being changed, the air quality benefits, and hence the project ranking, will also not be changed.

Recommendation to the CMAQ Project Selection Committee:

- **Accept the sponsor change to a portion of IEPA – Clean Air Public Information Campaign and Regional Carpool Radio Advertising (TIP ID 13-97-0002), transferring \$650,000 federal (\$650,000 total) to Pace for ridesharing activities.**

Riverdale – Ivanhoe Metra Station Kiss 'n Ride Facility (TIP ID 07-05-0004)

The sponsor is requesting a cost increase of \$35,180 federal. The increase is attributed to general cost increases plus scope changes required during design review. The project was originally programmed in FY 2005 for \$57,300 federal (\$71,600 total). The project is anticipated to be on the April letting.

A reranking of the project based on the revised cost indicates that the project would go from fourth to eighth among commuter parking projects for that year, dropping below one project that was not funded. However, the unfunded project was not programmed due to local opposition.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the cost increase for Riverdale – Ivanhoe Metra Station Kiss 'n Ride Facility (TIP ID 07-05-0004) in the amount of \$35,180 federal for total CMAQ funding of \$92,480 federal (\$115,600 total).**

IDOT – IL 43/Waukegan Rd from Half Day Rd to Deerfield Rd (TIP ID 10-06-0004)

The sponsor is requesting a cost increase of \$69,040 federal. The project was programmed in FY 2006 for \$310,960 (\$388,700 total, including engineering costs not funded under the CMAQ program).

The sponsor attributes the cost increase to increases in material costs and to additional requirements for signal interconnects that also interconnect to railroad control devices. The project is anticipated to be on the April letting.

A recalculation of the cost/benefit ratio for the project shows that the ratio would increase from \$175,129/ton VOC eliminated to \$211,468/ton VOC eliminated, dropping the project from 7th to 9th in the rankings. The projects that would now rank higher than the subject project were both funded in FY 2006.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the cost increase for IDOT – IL 43/Waukegan Rd from Half Day Rd to Deerfield Rd (TIP ID 10-06-0004) in the amount of \$69,040 federal for total CMAQ funding of \$380,000 federal (\$502,209 total).**

Wilmette – Green Bay Rd from Lake Ave to Wilmette Ave (TIP ID 02-05-0002)

The sponsor is requesting a cost increase of \$766,010 federal (\$918,513 total) for the subject project. This project was initially approved in the FY 2005 CMAQ program for \$737,000 federal (\$921,500 total) and received a cost increase in February 2005 for an additional \$342,052 federal which increased the total federal participation to \$1,079,052 (\$1,387,815). The project consists of intersection improvements to Lake Ave, Central Ave and Wilmette Ave along Green Bay Rd and includes improvements to the at grade railroad crossings.

The 2005 approved increase was the result of revised costs from discussions the Village had with the Illinois Commerce Commission and the Union Pacific Railroad. The current increase request is the result of increases in the final cost estimates and higher than anticipated railroad work cost estimates. In December 2007 the Union Pacific Railroad provided the Village with cost estimates for the railroad work for the roadway improvements at the three intersections along Green Bay Rd. The cost estimates came in \$465,776 higher than the original estimates for the railroad work. The remainder of the cost increase is the result of the requirements of railroad cantilevers and a 37.7% cost increase.

The Village filed a petition with the ICC seeking project approval in August 2005 and received an order to proceed from the ICC on September 13, 2006. The ICC's order set a project completion deadline of March 13, 2009.

The project's benefit ranking was re-evaluated. With the cost increase, the cost per ton of VOC eliminated increased from \$544,199 to \$906,035; its rank decreased from 4th to 5th among FY 2005

intersection improvement projects which place it below one project that received funding in the FY 2005 program.

Although the absolute amount of the requested increase is large, the deadline set by the ICC order precludes including the requested increase in the FY 2009 CMAQ programming cycle.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the cost increase for Wilmette – Green Bay Rd from Lake Ave to Wilmette Ave (TIP ID 02-05-0002) in the amount of \$766,010 federal for total CMAQ funding of \$1,845,062 federal (\$2,306,328 total).**

Aurora – Galena Blv from Orchard Rd to Locust St (TIP ID 09-05-0001)

The sponsor is requesting a cost increase of \$628,384 federal (\$785,480 total) for the subject project. This project was initially approved in the FY 2005 CMAQ program for \$522,720 federal (\$653,400 total). The project is for the interconnect of twelve signals along Galena Blv from Orchard Rd to Locust St. The increase would make the total federal contribution \$1,151,104 with a total project cost of \$1,438,880.

The preliminary cost estimates submitted with the application left out many items that are required for the project. This along with the inflation of construction costs are the cause of the high increase. It is anticipated that the project will be ready for a January 2009 letting.

The project's benefit ranking was re-evaluated. With the cost increase, the cost per ton of VOC eliminated increased from \$169,772 to \$373,862; its rank decreased from 6th to 17th among FY 2005 signal interconnect projects which place it below four projects that did not receive funding but ahead of three projects that did receive funding. The increase request will more than double the cost of the project.

Recommendation to the CMAQ Project Selection Committee:

- **Consider declining the cost increase request for Aurora – Galena Blv from Orchard Rd to Locust St (TIP ID 09-05-0001) and allowing the sponsor to submit a late application for consideration in the FY 2009 program.**

Aurora – New York St from Farnsworth Ave to IL 31/Lake St (TIP ID 09-06-0065)

The sponsor is requesting a cost increase of \$575,104 federal (\$718,880 total) for the subject project. This project was initially approved in the FY 2007 CMAQ program for \$298,090 federal (\$372,612 total). The project is for the interconnect of eight signals along New York St from

Farnsworth Ave to IL 31. The increase would make the federal contribution total \$873,194 with a total project of \$1,091,492.

The preliminary cost estimates submitted with the application left out many items that are required for the project. This along with the inflation of construction costs are the cause of the high increase. It is anticipated that the project will be ready for a January 2009 letting.

The project's benefit ranking was re-evaluated. With the cost increase, the cost per kilogram of VOC eliminated increased from \$104 to \$306; its rank decreased from 2nd to 8th among FY 2007 signal interconnect projects which place it below three projects that did not receive funding but ahead of three projects that did receive funding. The increase request will more than triple the cost of the project.

Recommendation to the CMAQ Project Selection Committee:

- **Consider declining the cost increase request for Aurora – New York St from Farnsworth Ave to IL 31/Lake St (TIP ID 09-06-0065) and allowing the sponsor to submit a late application for consideration in the FY 2009 program.**

Palos Park – 121st St and 80th Ave Pedestrian Path (TIP ID 06-04-0002)

The sponsor is requesting a cost increase of \$9,640 federal. The project was originally programmed in 2004 as the 86th Ave Multiuse Path for \$68,760 federal (\$85,950 total) for construction and construction engineering only – Cook County was to be responsible for phase I and II engineering as part of their project to reconstruct 86th Avenue.

In 2004, the Village asked to change the location of the project and change it to a pedestrian facility, because Cook County, which was not using federal funds, did not want federal review requirements to delay the work. This request was approved, and the project limits were changed to 121st St and 80th Ave.

In the fall of 2005 the sponsor was contacted as part of the annual follow-up process. The response indicated that their consultant was reviewing alternatives, and that the Village was interested in expanding the scope of the project to include other locations and a tunnel.

In concert with this, the Village requested that the CMAQ funds, which were awarded for construction only, be reprogrammed for engineering phases I and II. Since the revised project would have been much larger, and had not been evaluated for emission benefits, the Committee advised Palos Park to submit an FY 2007 CMAQ application for the revised project.

Palos Park did not submit an FY 2007 CMAQ application, but instead requested in March 2006 that phase II engineering costs be included in the project. The total cost of the project was

expected to be low enough (approximately \$86,000) that the federal funds would be sufficient to cover phase II engineering, construction and construction engineering.

Since then, the estimate of the total project cost has increased to approximately the original amount, \$98,000. A reevaluation of the project cost/benefit ratio yields a cost per ton of VOC eliminated of \$457,064, a slight improvement that improves the ranking from 9th to 8th. The rank appears to improve because of the implicit cost decrease in 2006. This cost decrease was not computed at the time, since it would not have affected the discussion about the scope change to include engineering II.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the cost increase for Palos Park – 121st St and 80th Ave Pedestrian Path (TIP ID 06-04-0002) in the amount of \$9,640 federal for total CMAQ funding of \$78,400 federal (\$98,000 total).**

Mundelein – Mundelein Bicycle Path connecting Noll, Hanrahan, Lions Field & Libertyville Twp (TIP ID 10-04-0002)

The sponsor is requesting a cost increase in the amount of \$303,360 federal. The increase is attributed to the approved estimate of construction cost generated from the final contract plan quantities coming in higher than previous cost estimates. The project was originally programmed in FY 2004 for \$337,773 federal (\$422,220 total) and received a cost increase in March 2006 for an additional \$107,072 federal for a total of \$444,848 federal (\$556,060 total). The project is on the March letting.

A reranking of the project based on the revised cost indicates that the project would go from seventh to eleventh among bicycle facility projects for that year, dropping below three projects that were not funded but ahead of two projects that were approved for funding.

Recommendation to the CMAQ Project Selection Committee:

- **Consider the cost increase for Mundelein – Mundelein Bicycle Path (TIP ID 10-04-0002) in the amount of \$303,360 federal for total CMAQ funding of \$748,208 federal (\$935,260 total).**

Villa Park – Roosevelt Road Sidewalk from Ardmore to Michigan (TIP ID 08-02-0008)

Villa Park is requesting a cost increase to its Roosevelt Road Sidewalk from Ardmore to Michigan project, TIP ID 08-02-0008 in the amount of \$146,153 federal. The project was

originally programmed with \$348,000 in federal funds (\$435,000 total) in FY 2002. The Village was granted an additional \$207,447 in federal funds in February, 2005.

The 2005 cost increase resulted from additional work to improve safety, retaining walls not anticipated in the original application, and the need to contract for engineering services. The current cost increase is attributed to additional right-of-way requirements, temporary easements, and additional engineering services required.

The 2005 cost increase raised the cost per ton VOC eliminated from \$896,535 to \$1,430,970, dropping the ranking from seventh to tenth. The current cost increase request would raise the cost/benefit ratio to \$1,807,496/ton VOC eliminated. This would drop the ranking one more, to 11th, causing the project to rank lower than four other projects that did not receive funding that year, although it would still be higher than one other project that was funded in 2002. Of the three projects that did not receive funding in 2002, one received funding in 2001 and was later withdrawn. One received funding in FY 2007. The other two have not received CMAQ funds.

Recommendation to the CMAQ Project Selection Committee:

- **Consider the cost increase for Villa Park – Roosevelt Road Sidewalk from Ardmore to Michigan (TIP ID 08-02-0008) in the amount of \$146,153 federal for total CMAQ funding of \$701,600 federal (\$877,000 total).**

Villa Park – South Villa Ave Sidewalk from Wildwood Ave to Park Blv (TIP ID 08-06-0004)

The sponsor is requesting a cost increase of \$130,600 federal. This project was originally programmed in FY 2006 for \$175,000 federal (\$219,000 total). The project is in phase II engineering; the cost increase is due to additional quantities of sidewalk that need to be replaced, in addition to general cost increases.

Recalculating the cost/benefit ratio increases the cost per ton of VOC eliminated from \$388,661 to \$677,938, dropping it below two other projects, both of which were funded in FY 2006.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the cost increase for Villa Park – South Villa Ave Sidewalk from Wildwood Ave to Park Blv (TIP ID 08-06-0004) in the amount of \$130,600 federal for total CMAQ funding of \$305,600 federal (\$382,000 total).**

Clarendon Hills – Chicago Ave Sidewalk from Wilmette Ave to Oxford Ave (TIP ID 08-05-0001)

The sponsor is requesting a scope and/or sponsorship change for the subject project. The project was originally approved in FY 2005 for \$41,600 federal (\$52,000 total) for construction of sidewalks in conjunction with the reconstruction of Chicago Avenue. As the request letter notes, IDOT did not apply other federal funds to the project, so Clarendon Hills was unable to use the CMAQ funds for the sidewalk construction, which was completed in 2007.

In similar cases in which a sponsor was unable to use CMAQ funds on part of a larger project because no other federal funds were being used, the Committee has allowed the sponsor to use the funds for a similar project elsewhere in the community, subject to an emissions benefit analysis.

Although Clarendon Hills does not prefer the alternative of building other sidewalks, it is consistent with the programming practice followed in the past, and would provide air quality benefits in line with the original intent. The IDOT project will proceed with or without the additional CMAQ funds, so no additional air quality benefits will be realized.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving a scope change for Clarendon Hills – Chicago Ave Sidewalk from Wilmette Ave to Oxford Ave (TIP ID 08-05-0001) to permit use of the funds for another pedestrian project in the community, subject to a favorable emissions benefit analysis.**

From: Mastny, Steve C [Steve.Mastny@illinois.gov]
Sent: Monday, December 10, 2007 9:16 AM
To: Ross Patronsky
Subject: TIP 02080003 - US-14 (Dempster St) Signal Interconnect

Hi Ross,

As we discussed on the phone Friday morning, IDOT submitted an application for the subject project in error for federal FY 08. It turns out that a project very similar in scope and location was approved for CMAQ funding in a prior year, and a contract was let last month to accomplish this work. As a result, we would like to withdraw our application for FY 08 CMAQ funding at this location.

Thank you,

Steve Mastny

Steve Mastny
IDOT - D1 - Area Programmer
847-705-4075
steve.mastny@illinois.gov



Naperville

December 21, 2007

Mr. Ross Patronsky
Senior Planner
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

**Re: CMAQ Funding
Naper Blvd & Chicago Ave./Maple Ave. Intersection Improvement
TIP #08-00-0065**

Dear Mr. Patronsky:

This letter is a follow-up to our recent conversation regarding the Phase I Preliminary Engineering study conducted for the intersection of Naper Boulevard and Chicago Avenue/Maple Avenue. Per your request, this letter is to state that Naperville is withdrawing the remaining funds available for the project by TIP #08-00-0065.

The Phase I Preliminary Engineering study documented information that concluded that proceeding with the project was not feasible based on public sentiment, and detrimental impacts that would result from the project implementation relating to right-of-way acquisition. Based on findings of the study the city requested that the resultant alternative for the project be the 'No-Build Alternate'. The IDOT Region One office concurred, and the representatives from the IDOT Central Office and FHWA agreed to the study findings.

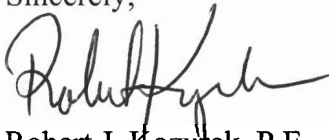
Following the FHWA agreement to the study findings there was discussion as to how to close out the project. It was determined that to actually finish the Final Project Development Report would not be worth the additional cost (a waste of dollars and effort), knowing what the result would be. Chicago Metropolitan Agency for Planning (CMAQ) has directed Naperville to send a letter to confirm that any future CMAQ funds currently earmarked for this project be dropped, and that as a result of the findings of the study, all federal and local expended costs be documented as genuine project costs that do not establish cause for repay by Naperville as the local agency. IDOT concurs that this should be the case and the Phase I Engineering costs expended be classified as completed and the future funds be de-obligated.

*Mr. Ross Patronsky
Chicago Metropolitan Agency for Planning
RE: TIP#08-00-0065
December 21, 2007
Page 2 of 2*

Accordingly, the city of Naperville requests that the remaining CMAQ funding allocated for future phases of this project be de-obligated.

If you have any questions or comments, please feel free to call me at (630) 420-6113 or email me at kozurekb@naperville.il.us.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert J. Kozurek", is written over a light gray rectangular background.

Robert J. Kozurek, P.E.
Engineering Manager
Transportation, Engineering and Development Business Group

cc: Peter Zibble, City of Naperville
Morgan Cotten, DuPage Co Div of Transportation, 421 N. County Farm Rd., Wheaton, IL 60187
file



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. BOX 19276, SPRINGFIELD, ILLINOIS 62794-9276 – (217) 782-3397
JAMES R. THOMPSON CENTER, 100 WEST RANDOLPH, SUITE 11-300, CHICAGO, IL 60601 – (312) 814-6026

ROD R. BLAGOJEVICH, GOVERNOR DOUGLAS P. SCOTT, DIRECTOR

(217) 785-4140
(217) 782-9143 (TDD)

February 4, 2008

Mr. Ross Patronsky
Chief of the CMAQ Program
Chicago Metropolitan Agency for Planning
233 South Wacker, Suite 800
Chicago, Illinois 60606

Subject: Illinois EPA Clean Air Public Information and Education Campaign
TIP ID #13-97-0002

Dear Mr. Patronsky:

The Illinois Environmental Protection Agency (Illinois EPA) is hereby requesting a project sponsor change for a portion of the above-referenced project.

For the last three federal fiscal years, FY 2006, 2007, and 2008, the Illinois EPA has applied for and been awarded Congestion Mitigation and Air Quality Improvement (CMAQ) funds for the continued operation of the Clean Air Public Information and Education Campaign. Total funding for these years has been \$2.65 million. This project has included funding for marketing of the PACE Rideshare program with total funding of \$1 million (\$300,000 in FY 2006, and \$350,000 in both FY 2007 and FY 2008) associated with that portion of the project. However, state appropriations limits have limited the flexibility of both the Illinois EPA and PACE to expend the available funding. Therefore, the Illinois EPA is requesting the CMAQ Project Selection Committee to approve the transfer of the unobligated balance of \$650,000 (\$300,000 from FY 2007 and \$350,000 from FY 2008) from the Clean Air Public Information and Education Campaign to PACE for the marketing of its Rideshare program.

If you have any questions, please contact Darwin Burkhardt at (217) 524-5008.

Sincerely,

Laurel L. Kroack
Chief, Bureau of Air

ROCKFORD – 4302 North Main Street, Rockford, IL 61103 – (815) 987-7760 • DES PLAINES – 9511 W. Harrison St., Des Plaines, IL 60016 – (847) 294-4000
ELGIN – 595 South State, Elgin, IL 60123 – (847) 608-3131 • PEORIA – 5415 N. University St., Peoria, IL 61614 – (309) 693-5463
BUREAU OF LAND – PEORIA – 7620 N. University St., Peoria, IL 61614 – (309) 693-5462 • CHAMPAIGN – 2125 South First Street, Champaign, IL 61820 – (217) 278-5800
SPRINGFIELD – 4500 S. Sixth Street Rd., Springfield, IL 62706 – (217) 786-6892 • COLLINSVILLE – 2009 Mall Street, Collinsville, IL 62234 – (618) 346-5120
MARION – 2309 W. Main St., Suite 116, Marion, IL 62959 – (618) 993-7200



pace

A Fresh Approach To Public Transportation

Thomas J. Ross
Executive Director

February 13, 2008

Mr. Ross Patronsky
Chief of the CMAQ Program
Chicago Metropolitan Agency for Planning
233 South Wacker, Suite 800
Chicago, Illinois 60606

Re: Acceptance of transfer of CMAQ Project: Illinois EPA Clean Air Public Information and Education Campaign

Dear Mr. Patronsky:

Pace accepts the transfer of CMAQ Grant Illinois EPA Clean Air Public Information and Education Campaign (TIP ID #13-97-002) from the Illinois Environmental Protection Agency for the marketing of Pace's Rideshare Program. The transfer would include the unobligated balance of \$650,000 (\$300,000 from FY 2007 and \$350,000 from FY 2008). Should you have any questions feel free to call me at 847-228-4249.

Sincerely,

Lorraine Snorden
Department Manager, Planning Services



Consulting Registered Professional Engineers

Mr. Ross Patronsky, Senior Planner
Chicago Metropolitan Agency for Planning
233 S Wacker Dr, Suite 800
Chicago, IL 60606

January 22, 2008
Project 04-624

RE: Ivanhoe METRA Commuter Kiss 'n Ride
Section 05-00113-00-PK
Village of Riverdale

Dear Mr. Patronsky:

Final plans have been prepared and submitted to the Illinois Department of Transportation on behalf of the Village of Riverdale for the addition of a Kiss 'n Ride lane on Tracy Avenue between 144th Street and 143rd Street. This project location is adjacent to the Ivanhoe Station on METRA's electric line from Chicago to University Park.

The above referenced project was originally programmed for construction in Fiscal Year 2005.

| | <u>2004 Cost Estimate</u> | <u>2008 Cost Estimate</u> | <u>Fed. Funding</u> |
|------------------------------------|---------------------------|---------------------------|---------------------|
| Construction | \$55,000.00 | \$96,000.00 | \$76,800.00 |
| Construction Engineering | \$6,600.00 | \$9,600.00 | \$7,680.00 |
| Phase I/II Preliminary Engineering | \$10,000.00 | \$10,000.00 | \$8,000.00 |

The project is on target for the April 28, 2008 letting.

The following have contributed to the increase in the project cost:

- Increase cost of concrete and hot-mix asphalt materials approximately 30%, coupled with general cost increases on all items
- Project limits expanded due to IDOT reviews and requirements for paving, sidewalk and street light relocation
- "Mobilization" pay item required after January 1, 2007, ranging between 3-6% of construction cost
- Anticipated unit price increases due to the small quantities in the project
- Increase in Construction Materials Testing contract for Quality Assurance (\$1,818 included in the Construction Engineering fee)

These factors were unexpected by the Village and were not budgeted for. Therefore the Village of Riverdale is requesting additional funding in the amount of \$35,200 in federal funds, for a total of **\$84,480 in federal funding for Construction/Construction Engineering**. The State Job Number form for this project has been updated and is attached, reflecting total federal funding for the project of **\$92,480**.

The Village of Riverdale is fully committed to the construction of this project. All work is being coordinated with the Illinois Department of Transportation District 1 Bureau of Local Roads. The benefits of this project are significant to this and neighboring communities. If there are any questions about this matter, please feel free to contact me at (708) 210-5697.

Very truly yours,

ROBINSON ENGINEERING, LTD.

A handwritten signature in black ink, appearing to read 'Patricia K. Barker', is written over the company name.

Patricia K. Barker, P.E.
Village Engineer

Xc: Arlette Frye, Village of Riverdale

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **07-05-0004**

Description: **Ivanhoe Metra Station Kiss 'n Ride Facility**

Ranking Computation

| | 2005 Approved | 2008 Request |
|-----------------------|---------------|--------------|
| Tons VOC eliminated | 0.2944 | 0.2944 |
| Cost | \$ 71,600 | \$ 115,600 |
| \$/Ton VOC eliminated | \$ 243,207 | \$ 392,663 |
| Rank | 4 | 8 |

Project Expenses

| | Federal Share | Total | Federal % | Basis |
|-----------------|---------------|------------|-----------|---------------------|
| 2005 Approved | \$ 57,300 | \$ 71,600 | 80.0% | Approved Projects |
| 2008 Request | \$ 92,480 | \$ 115,600 | 80.0% | Letter from Sponsor |
| Increase Amount | \$ 35,180 | \$ 44,000 | | |

FY 2005 CMAQ Program

| ID | Facility to be Improved | Total \$ | Fed \$ | \$/Ton Voc | Select |
|--|--|------------------|-----------------|------------------|-----------------|
| Commuter Parking | | | | | |
| 1 CP11052328 | Cary Station Parking - UPNW | \$185,000 | \$148,000 | \$70,880 | \$148,000 |
| 2 CP03052322 | Hanover Park Station Commuter Parking - MDW | \$200,000 | \$160,000 | \$75,052 | |
| 3 CP13052392 | Rideshare/Carpool Lots at Area Interchanges | \$1,750,000 | \$1,750,000 | \$226,615 | |
| 4 CP07052346 | Ivanhoe Metra Station Kiss 'n Ride Facility | \$71,600 | \$57,300 | \$243,207 | \$57,300 |
| 5 CP06052369 | Palos Heights/Worth Commuter Parking Lot | \$600,000 | \$480,000 | \$282,166 | |
| 6 CP01052372 | 103rd and 115th St Station Parking - RID Beverly Branch | \$1,000,000 | \$800,000 | \$297,351 | \$800,000 |
| 7 CP01052371 | Ashburn Station Commuter Parking - SWS line | \$400,000 | \$320,000 | \$328,405 | \$320,000 |
| 8 CP08052356 | Naperville Park 'n Ride Lot - 95th and EJ&E | \$500,000 | \$400,000 | \$381,027 | \$400,000 |
| Project ranking with revised cost | | \$115,600 | \$92,480 | \$392,663 | |
| 9 CP08052382 | West Chicago Commuter Parking Lot - UP-W line and future STAR line | \$2,047,000 | \$1,630,000 | \$443,084 | |
| 10 CP07052359 | Riverdale Station Parking | \$709,000 | \$567,000 | \$469,082 | \$567,000 |
| 11 CP06052375 | Metra-Orland Park 143rd Street Station Parking-SWS | \$1,500,000 | \$1,200,000 | \$683,514 | |
| 12 CP08052323 | Hinsdale Station (Chestnut St) Commuter Parking - BNSF | \$1,450,000 | \$1,160,000 | \$714,674 | \$1,160,000 |
| 13 CP01052370 | Grayland station parking - MDN | \$340,000 | \$272,000 | \$1,116,957 | |
| 14 CP01052409 | 51st/Pulaski Park and Ride | \$4,006,639 | \$3,205,311 | \$1,126,096 | |
| 15 CP01052410 | 49th/Western Park and Ride | \$1,552,649 | \$1,242,119 | \$1,361,242 | |
| 16 CP01052408 | Lawrence/Winthrop Park and Ride | \$1,461,024 | \$1,168,819 | \$1,372,128 | |
| 17 CP01052417 | 35th/Archer Park and Ride | \$1,526,288 | \$1,221,030 | \$1,866,480 | |
| 18 CP01052405 | 40th/Indiana Park and Ride | \$513,147 | \$410,517 | \$3,367,570 | |
| 19 CP01052416 | Halsted/Archer Park and Ride | \$472,090 | \$377,672 | \$3,519,750 | |
| 20 CP10052345 | Prairie Crossing Station Parking Expansion - NCS Line | \$270,000 | \$216,000 | \$4,821,670 | |
| 21 CP04052343 | Maywood - Metra Commuter Parking | \$348,000 | \$278,400 | No Benefit | |

RE: IL 43 (IL 22 to Deerfield) CMAQ contract 60B48
From: Mastny, Steve C
[Steve.Mastny@illinois.gov]
Sent: Wednesday, January 23, 2008 11:41 AM
To: Ross Patronsky
Cc: Doug Ferguson; Mastny, Steve C
Subject: RE: IL 43 (IL 22 to Deerfield) CMAQ contract 60B48

Hi Ross,

IDOT would like to request a cost increase for the subject job, a signal interconnect project on IL-43 (Waukegan Rd) from IL-22 (Half Day Rd) to Deerfield Rd (TIP 10-06-0004). The current CMAQ funding approved for this project is \$310,960 federal. We now have a preliminary cost estimate of \$475K for a letting in April of this year. The cost increase can be attributed to material cost increases and new treatment of traffic signals that are interconnected to railroad control devices that now include a battery back up system to increase safety when normal power is lost. We would therefore like to request that the federal CMAQ funding for construction be increased to \$380K (80%), and increase of \$69,040. It is my hope that this cost increase can be considered at the upcoming project selection committee meeting, in order to get approval (hopefully) before we let the contract in April.

Thanks,

Steve

Steve Mastny, P.E.
IDOT - D1 - Area Programmer
847-705-4075
steve.mastny@illinois.gov

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **10-06-0004**

Description: **IL 43/Waukegan Rd from Half Day Rd to Deerfield Rd**

Ranking Computation

| | 2006 Approved | 2008 Request |
|-----------------------|---------------|--------------|
| Tons VOC eliminated | 2.3749 | 2.3749 |
| Cost | \$ 415,909 | \$ 502,209 |
| \$/Ton VOC eliminated | \$ 175,129 | \$ 211,468 |
| Rank | 7 | 9 |

Project Expenses

| | Federal Share | Total | Federal % | Basis |
|-----------------|---------------|------------|-----------|---------------------|
| 2006 Approved | \$ 310,960 | \$ 415,909 | 74.8% | Approved Projects |
| 2008 Request | \$ 380,000 | \$ 502,209 | 75.7% | Letter from Sponsor |
| Increase Amount | \$ 69,040 | \$ 86,300 | | |

Note: Cost includes engineering; IDOT only requested CMAQ funds for construction.

FY 2006 CMAQ Program

| ID | Facility to be Improved | Total \$ | Fed \$ | \$/Ton Voc | Select |
|---|--|------------------|------------------|------------------|------------------|
| Signal Interconnect | | | | | |
| 1 SI04062509 | IDOT-IL 171/Cumberland Ave from Fullerton Ave to Foster Ave | \$392,679 | \$314,143 | \$49,091 | \$314,143 |
| 2 SI09062532 | Kane County DOT-Randall Rd from Red Haw La to Silver Glen Rd | \$559,390 | \$447,510 | \$86,149 | \$447,510 |
| 3 SI12062530 | Joliet-Essington Rd from Hennepin Dr to US-52/Jefferson St | \$520,000 | \$416,000 | \$88,148 | \$416,000 |
| 4 SI10062499 | IDOT-US 41/Skokie Hwy from Amhurst Pwy to IL 137 | \$442,980 | \$354,384 | \$115,985 | |
| 5 SI08062504 | IDOT-IL 83/Robert Kingery Hwy from Central Rd to Bluff Rd | \$488,060 | \$390,448 | \$171,921 | \$390,448 |
| 6 SI04062531 | Oak Park-Chicago Ave from Marion St to Ridgeland Ave | \$227,300 | \$181,840 | \$174,952 | \$181,840 |
| 7 SI10062503 | IDOT-IL 43/Waukegan Rd from Half Day Rd to Deerfield Rd | \$388,700 | \$310,960 | \$175,129 | \$310,960 |
| 8 SI01062511 | CDOT-Congress Parkway ITS Smart Corridor | \$3,688,000 | \$2,950,400 | \$190,138 | \$2,950,400 |
| 9 SI09062616 | Kane County DOT-Randall Rd from IL 72 to Binnie Rd | \$554,560 | \$443,650 | \$202,498 | \$443,650 |
| Project ranking with cost revision | | \$475,000 | \$380,000 | \$211,468 | |
| 10 SI06062507 | IDOT-State St from Illinois St to 127th St | \$427,248 | \$341,798 | \$228,453 | \$341,798 |
| 11 SI10062528 | Lake County DOT-Highland Park Interconnect | \$2,243,000 | \$1,794,000 | \$245,661 | \$164,000 |
| 12 SI10062527 | Waukegan-IL 132/Grand Ave from IL 131/Green Bay Rd to IL 137/Sheridan Rd | \$1,600,000 | \$1,280,000 | \$274,914 | |
| 13 SI10062505 | IDOT-IL 83/Antioch Rd from Washington St to Shorewood (Change to Rollins - adc | \$551,624 | \$481,299 | \$293,083 | |
| 14 SI06062508 | IDOT-IL 171/IL 83/Calumet Sag Rd from IL 83/Robert Kingery Hwy to Bell Rd | \$553,380 | \$442,704 | \$297,382 | \$442,704 |
| 15 SI01062515 | CDOT-Stony Island Ave from Midway Plaisance to US 12/US 20/95th St | \$475,000 | \$380,000 | \$324,790 | \$380,000 |
| 16 SI10062526 | Waukegan-Lewis Ave from 14th St to Yorkhouse Rd | \$2,500,000 | \$2,000,000 | \$333,196 | |
| 17 SI01062521 | CDOT-87th St from Western Ave to I-94/Dan Ryan Ewy | \$2,087,500 | \$1,670,000 | \$351,700 | \$1,670,000 |
| 18 SI12062506 | IDOT-US 6/Channahon Rd from McClintock to Caterpillar | \$500,000 | \$400,000 | \$358,864 | |
| 19 SI01062517 | CDOT-Broadway Ave and Sheridan Rd from Devon Ave to Hollywood Ave | \$4,550,000 | \$3,640,000 | \$374,521 | |
| 20 SI01062520 | CDOT-IL 50/Cicero Ave from US 14/Peterson Ave to Lexington Ave | \$9,525,000 | \$7,620,000 | \$471,108 | |
| 21 SI01062519 | CDOT-Roosevelt Rd from Western Ave to US-41/Lake Shore Dr | \$5,270,000 | \$4,216,000 | \$505,177 | |
| 22 SI01062524 | CDOT-US 12/US 20/95th St from Western Ave to US 41/Ewing Ave | \$5,450,000 | \$4,360,000 | \$541,475 | \$4,360,000 |
| 23 SI07062502 | IDOT-IL 50/Cicero Ave from 167th St to Fieldcrest | 234000 | 187200 | 612554.271 | |
| 24 SI10062529 | Lake County DOT-Washington St from Teske Blv to Sheridan Rd | 2716000 | 2173000 | 658058.4841 | 2173000 |
| 25 SI01062514 | CDOT-87th St from I-94/Dan Ryan Ewy to I-90/Chicago Skyway | 345000 | 276000 | 714051.4588 | |
| 26 SI07062501 | IDOT-IL 83/147th Street from Homan Ave to Western Ave | 1585000 | 1268000 | 721269.9251 | |
| 27 SI01062516 | CDOT-IL-64/North Ave from Menard St to Ashland Ave | 785000 | 628000 | 745232.3058 | |
| 28 SI01062513 | CDOT-79th St from IL 50/Cicero Ave to Ashland Ave | 490000 | 392000 | 875655.033 | |
| 29 SI10062510 | IDOT-IL 120/Belvidere Rd from IL 134/Main St to Hainesville Rd | 173075 | 138460 | 1044388.074 | |
| 30 SI07062500 | IDOT-142nd Street (Main Street) from Indiana Ave to Cottage Grove | 1062000 | 849600 | 1045190.089 | |
| 31 SI01062512 | CDOT-Michigan Ave and Indiana Ave from 31st St to 63rd St | 790000 | 632000 | 1506160.447 | |
| 32 SI10062498 | IDOT-US 45 from Grass Lake Rd to Milburn Rd | 163875 | 131000 | 2044156.105 | |



VILLAGE OF WILMETTE

1200 WILMETTE AVENUE
WILMETTE, ILLINOIS 60091-0040

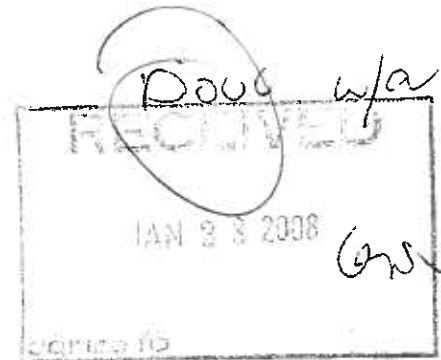
ENGINEERING
DEPARTMENT

(847) 853-7660
FAX (847) 853-7701
TDD (847) 853-7624

January 11, 2008

Mr. Doug Ferguson
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Re: Congestion Mitigation and Air Quality Grant (CMAQ)
TIP ID 02-05-002
Green Bay Road Traffic Signal Modifications
Village of Wilmette



Dear Mr. Ferguson:

The purpose of this letter is to provide an update on the Green Bay Road Traffic Signal Modification Project and to formally request an increase in CMAQ funding. The Green Bay Road project will eliminate the split-phase signal design on Green Bay Road at Lake, Central and Wilmette Avenues. The resulting improvements will reduce intersection delay and congestion on Green Bay Road, while maintaining or improving vehicular and pedestrian safety. A brief description of the project improvements is attached as Exhibit A.

It is important to note that this project is currently slated to be on the April 24, 2008 State letting. Keeping this letting schedule will ensure the Village can fulfill the terms of the Illinois Commerce Commission's order which authorized this project to be completed by March 13, 2009.

The following points provide a brief history of this project:

- In 2002, the Village of Wilmette undertook a traffic study of the Green Bay Road corridor and identified the split-phase signals as a primary source of congestion on Green Bay Road and its cross streets.
- April, 2004, the Village hired TY Lin to conduct a Phase I engineering study.
- July 30, 2004, the Village was notified of receiving a CMAQ grant in the amount of \$737,000 (total project cost of \$921,500)

- April, 2005, the CMAQ Selection Committee approved a grant increase to \$1,079,052 (total project cost of \$1,387,815.) The increase was requested because of cost escalations related to the requirements of the Illinois Commerce Commission (ICC) and the Union Pacific Railroad Company.
- August, 2005, the Village filed a petition with the ICC seeking project approval. An order to proceed with the project was issued by the ICC on September 13, 2006. The order sets a project completion date of March 13, 2009.
- February, 2007, the Village hired TY Lin to begin the phase II design study.
- Final project cost estimates from the consultant and Union Pacific Railroad result in a Phase II cost estimate as follows:

| | |
|-----------------------------------|-----------------------|
| Phase II Cost Estimate: | \$1,170,651.75 |
| Phase III Engineering: | \$ 115,000.00 |
| <u>Union Pacific RR Estimate:</u> | <u>\$ 905,776.00</u> |
| Phase III Construction Estimate: | \$2,191,427.75 |
| 80-percent federal: | \$1,753,142.20 |
| Approved federal share: | \$ 987,132.00* |
| <u>Requested federal share:</u> | <u>\$1,753,142.20</u> |
| Amount of increase: | \$ 766,010.20 |

*Reduced by \$91,920 for Phase II engineering costs already encumbered.

Please refer to the attached letter from TY Lin International for an explanation of the cost increase. We hope the CMAQ selection Committee will look favorably on this project and approve the request for additional federal participation. When completed, the Green Bay Road traffic signal project will significantly improve the local and regional North Shore transportation network. Thank you in advance for your consideration.

If you have any questions or require additional information, please contact me at (847) 853-7627.

Very truly yours,



Brigitte Mayerhofer, P.E.
Director of Engineering

C: President Christopher S. Canning and Village Board of Trustees
Michael Earl, Village Manager
Don Jakesch, TY Lin International
Alex Househ, Illinois Department of Transportation

TYLIN INTERNATIONAL

engineers | planners | scientists

January 10, 2008

Ms. Brigitte Mayerhofer, P.E.
Director of Engineering
Village of Wilmette
1200 Wilmette Avenue
Wilmette, IL 60091

Re: Reconstruction of Intersections of Green Bay Road with Wilmette Avenue, Central Avenue and Lake Avenue
Local Section: 06-00183-00-CH
Village of Wilmette, Cook County, Illinois

Dear Ms. Mayerhofer,

During Phase I of the project, the Union Pacific Railroad provided T. Y. Lin International (TYLI) with ball park estimates for signal replacement for the three at-grade crossings. These estimates were provided in 2005, and were based on very preliminary geometric concepts. The estimates did not include the provision of cantilever signals. These estimates were used to develop the railroad signal costs for the project cost estimate.

Per the CMAQ funding request on February 2, 2005, from the Village of Wilmette, the following railroad work was estimated:

| | |
|---------------------------------|------------------|
| Lake Ave. | |
| Replace Railroad Gates | \$130,000 |
| Widen Railroad Crossing | \$15,000 |
| Remove Railroad Median Flashers | <u>\$5,000</u> |
| Subtotal Lake Ave. | \$150,000 |
| Central Ave. | |
| Replace Railroad Gates | \$130,000 |
| Widen Railroad Crossing | <u>\$15,000</u> |
| Subtotal Central Ave. | \$145,000 |
| Wilmette Ave. | |
| Replace Railroad Gates | \$130,000 |
| Widen Railroad Crossing | <u>\$15,000</u> |
| Subtotal Wilmette Ave. | <u>\$145,000</u> |
| 2005 Estimate Total | \$440,000 |

TYLIN INTERNATIONAL

engineers | planners | scientists

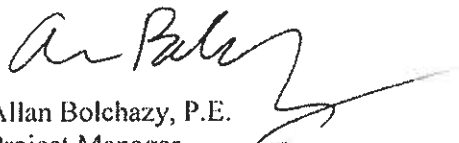
Per the December 12, 2007 letter from the UPRR to the Village of Wilmette, the following railroad work was estimated:

| | |
|---|-----------|
| Lake Ave. | |
| Relocate existing warning system, replace | \$397,329 |
| Median gates, add cantilever | |
| Central Ave. | |
| Relocate existing warning system, replace | \$285,569 |
| Median gates, add cantilever | |
| Wilmette Ave. | |
| Relocate existing warning system, replace | \$222,878 |
| Median gates, add cantilever | |
| 2007 Estimate Total | \$905,776 |
| | |
| Increase from 2005 estimate to | \$465,776 |
| 2007 estimate | |

As previously mentioned, the initial estimate in 2005 was a ball park estimate based on preliminary geometric concepts, and not on the final design of the roadway/railroad crossings. The use of railroad cantilevers was not included in the 2005 estimate. Due to the final geometry of the roadway, cantilevers are required, at about \$100,000 per crossing. The cantilevers are required when there are three or more adjacent traffic lanes, since trucks located in the outside lanes may obscure the sight of the signals from vehicles in the center lane. This adds approximately \$300,000 to the estimate. The remainder of the cost difference is \$165,776, (\$465,776 - \$300,000), which represents a 37.68% cost increase in 2 ½ years. According to information from the American Road and Transportation Builders Association (ARTBA), construction costs for Highway and Street Construction has increased approximately 31.6% in the period from November, 2004 to November 2007.

Should you have any questions or require any additional information, you may contact me at 312-777-2856.

Sincerely,



Allan Bolchazy, P.E.
Project Manager
T.Y. Lin International



Illinois Department of Transportation

Route FAU 2744
County Cook
Local Agency Wilmette
Section 06-00183-00-CH

(Construction) Estimate of Cost

Location and brief description (Sta. and land description of beginning; Sta. only for end for county and road districts; street limits for municipality.)
Traffic signal reconfiguration along with minor widening at three intersections with Green Bay Road: Wilmette, Central
And Lake Avenues.

| | |
|----------------------|----------|
| Total Project Length | 1900 ft. |
| Net Length | |

| | |
|--------------|--------|
| Surface Type | Bit |
| Width | Varies |

| | |
|---------------|-----|
| Shoulder Type | N/A |
| Width | N/A |

| | |
|-------------------|-----|
| Bridge or Culvert | |
| Length | N/A |
| Width | N/A |

| Item Number | Items | Unit | Quantity | Unit Price | Total Cost |
|-------------|---|-------|----------|------------|------------|
| 20100110 | TREE REMOVAL (6-15 UNIT DIAMETER) | UNIT | 42 | \$35.00 | 1,470.00 |
| 20101000 | TEMPORARY FENCE | FOOT | 120 | \$6.00 | 720.00 |
| 20200100 | EARTH EXCAVATION | CU YD | 3900 | \$15.00 | 58500.00 |
| 20800150 | TRENCH BACKFILL | CU YD | 36 | \$60.00 | 2160.00 |
| 21001000 | GEOTECHNICAL FABRIC FOR GROUND STABILIZATION | SQ YD | 1195 | \$2.71 | 3238.45 |
| 21101615 | TOPSOIL FURNISH AND PLACE, 4" | SQ YD | 201 | \$8.00 | 1608.00 |
| 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 3 | \$3.00 | 9.00 |
| 25000500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 3 | \$3.00 | 9.00 |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 3 | \$3.00 | 9.00 |
| 25200110 | SODDING, SALT TOLERANT | SQ YD | 201 | \$6.00 | 1206.00 |
| 25200200 | SUPPLEMENTAL WATERING | UNIT | 2.0 | \$100.00 | 200.00 |
| 28000510 | INLET FILTERS | EACH | 18 | \$150.00 | 2700.00 |
| 31101200 | SUB-BASE GRANULAR MATERIAL, TYPE B 4" | SQ YD | 1195 | \$13.50 | 16132.50 |
| 35301400 | PORTLAND CEMENT CONCRETE BASE COURSE (VARIABLE DEPTH) | SQ YD | 752 | \$60.00 | 45120.00 |
| 40600200 | BITUMINOUS MATERIALS (PRIME COAT) | TON | 4 | \$350.00 | 1400.00 |
| 40600300 | AGGREGATE (PRIME COAT) | TON | 24.0 | \$75.00 | 1800.00 |
| 40600635 | LEVELING BINDER (MACHINE METHOD), N70 | TON | 304.0 | \$110.00 | 33440 |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT | SQ YD | 279 | \$15.00 | 4185.00 |
| 40603340 | HOT-MIX ASPHALT SURFACE COURSE, MIX"D", N70 | TON | 529 | \$120.00 | 63480.00 |
| 42001300 | PROTECTIVE COAT | SQ YD | 878 | \$1.00 | 878.00 |
| 42300200 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH | SQ YD | 21 | \$52.00 | 1092.00 |
| 42300400 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH | SQ YD | 187 | \$58.00 | 10846.00 |
| 42400200 | PORTLAND CEMENT CONCRETE SIDEWALK, 5" | SQ FT | 2324 | \$8.00 | 18592.00 |
| 42400800 | DETECTABLE WARNINGS | SQ FT | 140 | \$50.00 | 7000.00 |
| 44000100 | PAVEMENT REMOVAL | SQ YD | 414 | \$12.00 | 4968.00 |
| 44000158 | HOT-MIX ASPHALT SURFACE REMOVAL 2 1/4" | SQ YD | 4730 | \$5.00 | 23650.00 |
| 44000200 | DRIVEWAY PAVEMENT REMOVAL | SQ YD | 344 | \$18.00 | 6192.00 |
| 44000500 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 1631 | \$4.00 | 6524.00 |
| 44000600 | SIDEWALK REMOVAL | SQ FT | 4210 | \$3.00 | 12630.00 |
| 44003100 | MEDIAN REMOVAL | SQ FT | 785 | \$5.00 | 3925.00 |
| 44201474 | CLASS C PATCHES, TYPE I | SQ YD | 118 | \$150.00 | 17700.00 |
| 44201476 | CLASS C PATCHES, TYPE II | SQ YD | 118 | \$126.00 | 14868.00 |

| | | | | | |
|----------|--|--------|------|-------------|----------|
| 44201478 | CLASS C PATCHES, TYPE III | SQ YD | 118 | \$116.00 | 13688.00 |
| 44201480 | CLASS C PATCHES, TYPE IV | SQ YD | 118 | \$95.00 | 11210.00 |
| 44300200 | STRIP REFLECTIVE CRACK CONTROL TREATMENT | FOOT | 1424 | \$2.50 | 3560.00 |
| 550A2520 | STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2, 12" | FOOT | 35 | \$75.00 | 2625.00 |
| 55100500 | STORM SEWER REMOVAL 12" | FOOT | 20 | \$20.00 | 400.00 |
| 56400400 | FIRE HYDRANTS TO BE RELOCATED | EACH | 1 | \$3,500.00 | 3500.00 |
| 60206905 | CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID | EACH | 1 | \$1,500.00 | 1500.00 |
| 60234200 | INLETS, TYPE A, TYPE 1 FRAME OPEN LID | EACH | 2 | \$5,000.00 | 10000.00 |
| 60250200 | CATCH BASINS TO BE ADJUSTED | EACH | 11 | \$625.00 | 6875.00 |
| 60255500 | MANHOLES TO BE ADJUSTED | EACH | 20 | \$400.00 | 8000.00 |
| 60257900 | MANHOLES TO BE RECONSTRUCTED | EACH | 6 | \$1,600.00 | 9600.00 |
| 60260100 | INLETS TO BE ADJUSTED | EACH | 3 | \$400.00 | 1200.00 |
| | | | | | |
| 60500060 | REMOVING INLETS | EACH | 2 | \$300.00 | 600.00 |
| 60600605 | CONCRETE CURB, TYPE B | FOOT | 247 | \$23.00 | 5681.00 |
| 60601105 | CONCRETE CURB, TYPE M | FOOT | 282 | \$23.00 | 6486.00 |
| 60603800 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 | FOOT | 1267 | \$25.00 | 31675.00 |
| 60618300 | CONCRETE MEDIAN SURFACE, 4 INCH | SQ FT | 2143 | \$7.00 | 15001.00 |
| 60623711 | CONCRETE MEDIAN | SQ FT | 256 | \$60.00 | 15360.00 |
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 4 | \$2,000.00 | 8000.00 |
| 67100100 | MOBILIZATION | L SUM | 1 | \$17,500.00 | 17500.00 |
| 70101800 | TRAFFIC CONTROL AND PROTECTION (SPECIAL) | L SUM | 1 | \$23,500.00 | 23500.00 |
| 70102550 | TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR | L SUM | 1 | \$23,500.00 | 23500.00 |
| 70106800 | CHANGEABLE MESSAGE SIGN | CAL MO | 3 | \$2,500.00 | 7500.00 |
| 70300100 | SHORT TERM PAVMENT MARKING | FOOT | 240 | \$1.00 | 240.00 |
| 70300510 | PAVEMENT MARKING TAPE, TYPE III - LETTERS & SYMBOLS | SQ FT | 109 | \$4.00 | 436.00 |
| 70300520 | PAVEMENT MARKING TAPE, TYPE III - LINE 4" | FOOT | 4362 | \$1.25 | 5452.50 |
| 70300550 | PAVEMENT MARKING TAPE, TYPE III - LINE 8" | FOOT | 142 | \$1.50 | 213.00 |
| 70300560 | PAVEMENT MARKING TAPE, TYPE III - LINE 12" | FOOT | 51 | \$1.50 | 76.50 |
| 70300570 | PAVEMENT MARKING TAPE, TYPE III - LINE 24" | FOOT | 51 | \$6.00 | 306.00 |
| 70301000 | WORK ZONE PAVEMENT MARKING REMOVAL | SQ FT | 1811 | \$0.95 | 1720.45 |
| 72000100 | SIGN PANEL - TYPE 1 | SQ FT | 220 | \$50.00 | 11000.00 |
| 72400710 | RELOCATE SIGN PANEL, TYPE 1 | SQ FT | 138 | \$15.00 | 2070.00 |
| 72800100 | TELESCOPING STEEL SIGN SUPPORT | FOOT | 104 | \$35.00 | 3640.00 |
| 72900100 | METAL POST, TYPE A | FOOT | 41 | \$15.00 | 615.00 |
| 72900200 | METAL POST, TYPE B | FOOT | 46 | \$20.00 | 920.00 |
| 73100100 | BASE FOR TELESCOPING STEEL SIGN SUPPORT | EACH | 8 | \$125.00 | 1000.00 |
| 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 510 | \$4.00 | 2040.00 |
| 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 1681 | \$0.72 | 1210.32 |
| 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 1949 | \$1.70 | 3313.30 |
| 78000500 | THERMOPLASTIC PAVEMENT MARKING - LINE 8" | FOOT | 1107 | \$1.70 | 1881.90 |
| 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 664 | \$2.10 | 1394.40 |
| 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 206 | \$3.00 | 618.00 |
| 78300100 | PAVEMENT MARKING REMOVAL | SQ FT | 3860 | \$2.50 | 9650.00 |
| 80700140 | GROUND ROD, 5/8" DIAMETER x 10 FT. | EACH | 6 | \$100.00 | 600.00 |
| 81000600 | CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL | FOOT | 76 | \$15.00 | 1140.00 |
| 81000700 | CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL | FOOT | 40 | \$21.00 | 840.00 |
| 81000800 | CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL | FOOT | 123 | \$24.00 | 2952.00 |
| 81001000 | CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL | FOOT | 38 | \$32.00 | 1216.00 |
| 81018500 | CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL | FOOT | 70 | \$20.00 | 1400.00 |

| | | | | | |
|----------|--|------|-------|-------------|----------|
| 81018900 | CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL | FOOT | 60 | \$40.00 | 2400.00 |
| 81400100 | HANDHOLE | EACH | 5 | \$1,000.00 | 5000.00 |
| 81400200 | HEAVY-DUTY HANDHOLE | EACH | 5 | \$1,300.00 | 6500.00 |
| 81400300 | DOUBLE HANDHOLE | EACH | 1 | \$1,875.00 | 1875.00 |
| 81603090 | UNIT DUCT, 600V, 3-1/C NO. 4, 1/C NO. 6 GROUND (XLP TYPE USE), 1-1/4 INCH POLYETHYLENE | FOOT | 200 | \$9.00 | 1800.00 |
| 81900200 | TRENCH AND BACKFILL FOR ELECTRICAL WORK | FOOT | 635 | \$2.00 | 1270.00 |
| 83600200 | LIGHT UNIT FOUNDATION, 24" DIAMETER | FOOT | 44 | \$130.00 | 5720.00 |
| 84200700 | LIGHTING FOUNDATION REMOVAL | EACH | 6 | \$300.00 | 1800.00 |
| 85000200 | MAINTAIN EXISTING TRAFFIC SIGNAL INSTALLATION | EACH | 2 | \$700.00 | 1400.00 |
| 85700300 | FULL ACTUATED CONTROLLER IN TYPE V CABINET | EACH | 1 | \$20,000.00 | 20000.00 |
| 86400100 | TRANSCEIVER - FIBER OPTIC | EACH | 1 | \$3,600.00 | 3600.00 |
| 87301215 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2/C | FOOT | 893 | \$1.10 | 982.30 |
| 87301225 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3/C | FOOT | 2464 | \$1.30 | 3203.20 |
| 87301245 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5/C | FOOT | 12021 | \$1.50 | 18031.50 |
| 87301305 | ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR | FOOT | 5592 | \$1.00 | 5592.00 |
| 87502500 | TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT. | EACH | 3 | \$875.00 | 2625.00 |
| 87602000 | PEDESTRIAN PUSH BUTTON POST | EACH | 1 | \$875.00 | 875.00 |
| 87700140 | STEEL MAST ARM ASSEMBLY AND POLE, 20 FT. | EACH | 1 | \$5,000.00 | 5000.00 |
| 87700160 | STEEL MAST ARM ASSEMBLY AND POLE, 24 FT. | EACH | 1 | \$5,000.00 | 5000.00 |
| 87700180 | STEEL MAST ARM ASSEMBLY AND POLE, 28 FT. | EACH | 1 | \$5,700.00 | 5700.00 |
| 87700190 | STEEL MAST ARM ASSEMBLY AND POLE, 30 FT. | EACH | 2 | \$5,700.00 | 11400.00 |
| 87700200 | STEEL MAST ARM ASSEMBLY AND POLE, 32 FT. | EACH | 1 | \$6,200.00 | 6200.00 |
| 87700210 | STEEL MAST ARM ASSEMBLY AND POLE, 34 FT. | EACH | 1 | \$6,500.00 | 6500.00 |
| 87700220 | STEEL MAST ARM ASSEMBLY AND POLE, 36 FT. | EACH | 2 | \$6,700.00 | 13400.00 |
| 87702280 | STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 22 FEET AND 40 FEET | EACH | 1 | \$11,000.00 | 11000.00 |
| 87800100 | CONCRETE FOUNDATION, TYPE A | FOOT | 12 | \$225.00 | 2700.00 |
| 87800200 | CONCRETE FOUNDATION, TYPE D | FOOT | 4 | \$500.00 | 2000.00 |
| 87800400 | CONCRETE FOUNDATION, TYPE E, 30-INCH DIAMETER | FOOT | 64 | \$135.00 | 8640.00 |
| 87800415 | CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER | FOOT | 13 | \$190.00 | 2470.00 |
| 87900200 | DRILL EXISTING HANDHOLE | EACH | 18 | \$250.00 | 4500.00 |
| 88040070 | SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED | EACH | 19 | \$850.00 | 16150.00 |
| 88040090 | SIGNAL HEAD, POLYCARBONATE, L.E.D., 1-FACE, 3 SECTION, MAST ARM MOUNTED | EACH | 39 | \$950.00 | 37050.00 |
| 88040230 | SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED | EACH | 1 | \$1,200.00 | 1200.00 |
| 88102810 | PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED | EACH | 8 | \$850.00 | 6800.00 |
| 88102830 | PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, BRACKET MOUNTED | EACH | 5 | \$1,100.00 | 5500.00 |
| 88200100 | TRAFFIC SIGNAL BACK PLATE | EACH | 39 | \$115.00 | 4485.00 |
| 88500100 | INDUCTIVE LOOP DETECTOR | EACH | 26 | \$140.00 | 3640.00 |
| 88600100 | DETECTOR LOOP, TYPE I | FOOT | 1953 | \$13.00 | 25389.00 |
| 88700300 | LIGHT DETECTOR AMPLIFIER | EACH | 1 | \$1,300.00 | 1300.00 |
| 88800100 | PEDESTRIAN PUSH BUTTON | EACH | 14 | \$175.00 | 2450.00 |
| 89000100 | TEMPORARY TRAFFIC SIGNAL INSTALLATION | EACH | 1 | \$30,000.00 | 30000.00 |
| 89500300 | RELOCATE EXISTING ILLUMINATED SIGN | EACH | 4 | \$250.00 | 1000.00 |
| 89501300 | RELOCATE EXISTING MAST ARM ASSEMBLY AND POLE | EACH | 1 | \$6,000.00 | 6000.00 |
| 89501400 | RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT | EACH | 4 | \$550.00 | 2200.00 |
| 89501410 | RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT | EACH | 1 | \$100.00 | 100.00 |
| 89502300 | REMOVE ELECTRIC CABLE FROM CONDUIT | FOOT | 21830 | \$0.50 | 10915.00 |

UNION PACIFIC RAILROAD COMPANY

ENGINEERING DEPARTMENT
COMMUTER OPERATIONS



500 WEST MADISON STREET
SUITE 3610
CHICAGO, ILLINOIS 60661
(312) 496-4750

December 12, 2007

Brigitte A. Mayerhofer, P. E.
Village of Wilmette
1200 Wilmette Ave.
Wilmette, IL 60091-0040

Re: Village of Wilmette Grade Crossing Improvements @ Wilmette Ave,
Central Ave and Lake Ave

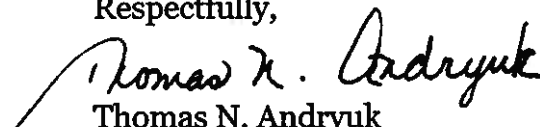
Dear Brigitte:

Enclosed are the estimates for the Union Pacific Railroad's work as it pertains to the roadway improvement plan submitted by your engineering consultants.

Please review these estimates and advise me by written correspondence if they meet with the Village's acceptance. Upon receipt of the acceptance, I will proceed in development of a C&M Agreement.

If you have any further questions do not hesitate to call me at 312-496-4726.

Respectfully,


Thomas N. Andryuk
Manager of Field Engineering

TNA:aes

cc: J. T. Perenchio
D. C. Corcoran

Mayerhofer3.tna

DATE: 2007-08-10

ESTIMATE OF MATERIAL AND FORCE ACCOUNT WORK
BY THE
UNION PACIFIC RAILROAD

THIS ESTIMATE GOOD FOR 6 MONTHS EXPIRATION DATE IS :2008-02-10

DESCRIPTION OF WORK:

INSTALL NEW LED FL SIGNALS W/GATES, CANTS. AND RELOCATE 2 FL SIGNALS W/
GATES & REWIRE ALL SIGNALS AT WILMETTE AVE. IN WILMETTE, IL. M.P. 14.19
RAILROAD TO PERFORM ALL WORK / COST DISTRIBUTED AS FOLLOWS:
SIGNAL - VILLAGE OF WILMETTE 100%

PID: 55797 AWO: 57734 MP,SUBDIV: 14.19, KENOSHA
SERVICE UNIT: 23 CITY: WILMETTE STATE: IL

| DESCRIPTION | QTY | UNIT | LABOR | MATERIAL | RECOLL | UPRR | TOTAL |
|------------------------------------|-----|------|--------|----------|--------|-------|--------|
| ----- | --- | ---- | ----- | ----- | ----- | ----- | ----- |
| ENGINEERING WORK | | | | | | | |
| ENGINEERING | | | 4154 | | 4154 | | 4154 |
| LABOR ADDITIVE 174% | | | 14562 | | 14562 | | 14562 |
| SIG-MWY XMG | | | 4215 | | 4215 | | 4215 |
| ----- | | | | | | | |
| TOTAL ENGINEERING | | | 22931 | | 22931 | | 22931 |
| SIGNAL WORK | | | | | | | |
| BILL PREP | | | 900 | | 900 | | 900 |
| CANT. FOUNDATION | | | | 2500 | 2500 | | 2500 |
| CONTINGENCIES | | | | 20261 | 20261 | | 20261 |
| CONTRACT | | | | 3513 | 3513 | | 3513 |
| LABOR ADDITIVE 174% | | | 62830 | | 62830 | | 62830 |
| PERSONAL EXPENSES | | | | 27660 | 27660 | | 27660 |
| SALES TAX | | | | 2195 | 2195 | | 2195 |
| SIGNAL | | | 36109 | 35136 | 71244 | | 71244 |
| TRANSPORTATION CHARGES | | | | 2620 | 2620 | | 2620 |
| WZ TRAFFIC CONTROL | | | | 6224 | 6224 | | 6224 |
| ----- | | | | | | | |
| TOTAL SIGNAL | | | 99839 | 100108 | 199947 | | 199947 |
| ----- | | | | | | | |
| LABOR/MATERIAL EXPENSE | | | 122770 | 100108 | ----- | ----- | ----- |
| RECOLLECTIBLE/UPRR EXPENSE | | | | | 222878 | 0 | ----- |
| ESTIMATED PROJECT COST | | | | | | | 222878 |
| EXISTING REUSEABLE MATERIAL CREDIT | | | | | 0 | | |
| SALVAGE NONUSEABLE MATERIAL CREDIT | | | | | 0 | | |
| ----- | | | | | | | |
| RECOLLECTIBLE LESS CREDITS | | | | | | | |

THE ABOVE FIGURES ARE ESTIMATES ONLY AND SUBJECT TO FLUCTUATION. IN THE EVENT OF
AN INCREASE OR DECREASE IN THE COST OR QUANTITY OF MATERIAL OR LABOR REQUIRED,
UPRR WILL BILL FOR ACTUAL CONSTRUCTION COSTS AT THE CURRENT EFFECTIVE RATE.

DATE: 2007-11-19

ESTIMATE OF MATERIAL AND FORCE ACCOUNT WORK
BY THE
UNION PACIFIC RAILROAD

THIS ESTIMATE GOOD FOR 6 MONTHS EXPIRATION DATE IS 12008-05-19

DESCRIPTION OF WORK:

RELOCATE EXISTING WARNING SYSTEM ON EAST SIDE OF XING AND REPLACE
MEDIAN GATE & CANT. W/GATE FOR XING RECONFIGURATION AT LAKE AVE.

PID: 55801 AWO: 57737 MP, SUBDIV: 14.53, KENOSHA
SERVICE UNIT: 23 CITY: WILNETTE STATE: IL

| DESCRIPTION | QTY | UNIT | LABOR | MATERIAL | RECOLL | UPRR | TOTAL |
|-----------------------------------|-----|------|--------|----------|--------|-------|--------|
| ----- | --- | ---- | ----- | ----- | ----- | ----- | ----- |
| ENGINEERING WORK | | | | | | | |
| ENGINEERING | | | 16083 | | 16083 | | 16083 |
| LABOR ADDITIVE 188¢ | | | 39194 | | 39194 | | 39194 |
| SIG-HWY XING | | | 4765 | | 4765 | | 4765 |
| | | | ----- | | ----- | | ----- |
| TOTAL ENGINEERING | | | 60042 | | 60042 | | 60042 |
| SIGNAL WORK | | | | | | | |
| BILL PREP | | | 900 | | 900 | | 900 |
| CONTINGENCIES | | | | 36120 | 36120 | | 36120 |
| CONTRACT | | | | 8722 | 8722 | | 8722 |
| LABOR ADDITIVE 188¢ | | | 98477 | | 98477 | | 98477 |
| PERSONAL EXPENSES | | | | 40125 | 40125 | | 40125 |
| SALES TAX | | | | 5579 | 5579 | | 5579 |
| SIGNAL | | | 52381 | 89270 | 141651 | | 141651 |
| TRANSPORTATION CHARGES | | | | 5713 | 5713 | | 5713 |
| | | | ----- | | ----- | | ----- |
| TOTAL SIGNAL | | | 151758 | 185529 | 337287 | | 337287 |
| LABOR/MATERIAL EXPENSE | | | | | | | |
| LABOR/MATERIAL EXPENSE | | | 211000 | 185529 | ----- | ----- | ----- |
| RECOLLECTIBLE/UPRR EXPENSE | | | | | 397329 | 0 | ----- |
| ESTIMATED PROJECT COST | | | | | | | 397329 |
| EXISTING REUSABLE MATERIAL CREDIT | | | | | 0 | | |
| SALVAGE NONUSABLE MATERIAL CREDIT | | | | | 0 | | |
| | | | ----- | | ----- | | ----- |
| RECOLLECTIBLE LESS CREDITS | | | | | | | |

THE ABOVE FIGURES ARE ESTIMATES ONLY AND SUBJECT TO FLUCTUATION. IN THE EVENT OF
AN INCREASE OR DECREASE IN THE COST OR QUANTITY OF MATERIAL OR LABOR REQUIRED,
UPRR WILL BILL FOR ACTUAL CONSTRUCTION COSTS AT THE CURRENT EFFECTIVE RATE.

ESTIMATE OF MATERIAL AND FORCE ACCOUNT WORK
BY THE
UNION PACIFIC RAILROAD

DATE: 2007-11-09

THIS ESTIMATE GOOD FOR 6 MONTHS EXPIRATION DATE IS :2008-05-09

DESCRIPTION OF WORK:

INSTALL ONE LED PL SIGNAL W/GATE, ONE CANT. & RELOCATE 5 OTHER EXISTING
GATES AT CENTRAL AVE. IN WILMETTE, IL. M.P. 14.34 ON THE KENOSHA SUB.
RAILROAD TO PERFORM ALL WORK / COST DISTRIBUTED AS FOLLOWS:
SIGNAL - VILLAGE OF WILMETTE 100%

PID: 55800 AMO: 57736 MP, SUBDIV: 14.34, KENOSHA
SERVICE UNIT: 23 CITY: WILMETTE STATE: IL

| DESCRIPTION | QTY | UNIT | LABOR | MATERIAL | RECOLL | UPRR | TOTAL |
|------------------------------------|-----|------|--------|----------|--------|-------|--------|
| ----- | | | | | | | |
| ENGINEERING WORK | | | | | | | |
| ENGINEERING | | | 13559 | | 13559 | | 13559 |
| LABOR ADDITIVE 188% | | | 34449 | | 34449 | | 34449 |
| SIG-IMPY XMG | | | 4765 | | 4765 | | 4765 |
| ----- | | | | | | | |
| TOTAL ENGINEERING | | | 52773 | | 52773 | | 52773 |
| | | | | | | | |
| SIGNAL WORK | | | | | | | |
| BILL PREP | | | 900 | | 900 | | 900 |
| CONTINGENCIES | | | | 25960 | 25960 | | 25960 |
| CONTRACT | | | | 6217 | 6217 | | 6217 |
| LABOR ADDITIVE 188% | | | 74787 | | 74787 | | 74787 |
| PERSONAL EXPENSES | | | | 30472 | 30472 | | 30472 |
| SALES TAX | | | | 2653 | 2653 | | 2653 |
| SIGNAL | | | 39780 | 42454 | 82234 | | 82234 |
| TRANSPORTATION CHARGES | | | | 2717 | 2717 | | 2717 |
| WZ TRAFFIC CONTROL | | | | 6856 | 6856 | | 6856 |
| ----- | | | | | | | |
| TOTAL SIGNAL | | | 115467 | 117329 | 232796 | | 232796 |
| | | | | | | | |
| LABOR/MATERIAL EXPENSE | | | 168240 | 117329 | ----- | ----- | ----- |
| RECOLLECTIBLE/UPRR EXPENSE | | | | | 285569 | 0 | ----- |
| ESTIMATED PROJECT COST | | | | | | | 285569 |
| EXISTING REUSEABLE MATERIAL CREDIT | | | | | 0 | | |
| SALVAGE NONUSEABLE MATERIAL CREDIT | | | | | 0 | | |
| ----- | | | | | | | |
| RECOLLECTIBLE LESS CREDITS | | | | | | | |

THE ABOVE FIGURES ARE ESTIMATES ONLY AND SUBJECT TO FLUCTUATION. IN THE EVENT OF
AN INCREASE OR DECREASE IN THE COST OR QUANTITY OF MATERIAL OR LABOR REQUIRED,
UPRR WILL BILL FOR ACTUAL CONSTRUCTION COSTS AT THE CURRENT EFFECTIVE RATE.

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **02-05-0002**

Description: **Green Bay Rd from Lake Ave to Wilmette Ave**

Ranking Computation

| | 2005 Approved | 2005 Request | 2008 Request |
|-----------------------|---------------|--------------|--------------|
| Tons VOC eliminated | 3.3891 | 2.5455 | 2.5455 |
| Cost | \$ 960,000 | \$ 1,387,815 | \$ 2,306,328 |
| \$/Ton VOC eliminated | \$ 283,261 | \$ 545,199 | \$ 906,035 |
| Rank | 3 | 4 | 5 |

Project Expenses

| | Federal Share | Total | Federal % | Basis |
|-----------------|---------------|--------------|-----------|---------------------|
| 2005 Approved | \$ 737,000 | \$ 960,000 | 76.8% | Approved Projects |
| 2005 Request | \$ 1,079,052 | \$ 1,387,815 | 77.8% | Approved Increase |
| 2008 Request | \$ 1,845,062 | \$ 2,306,328 | 80.0% | Letter from Sponsor |
| Increase Amount | \$ 766,010 | \$ 918,513 | | |

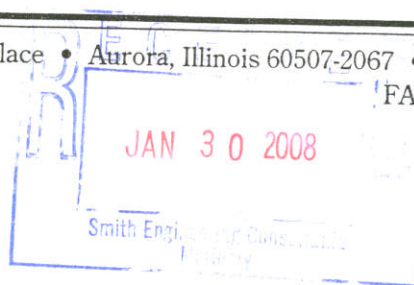
| FY 2005 CMAQ Program | | Total \$ | Fed \$ | \$/Ton Voc | Select |
|---------------------------------|---|------------------|------------------|------------------|------------------|
| ID | | | | | |
| Intersection Improvement | | | | | |
| II03052489 | Palatine-Palatine Rd from Smith St to US 14/Northwest Hwy | \$3,368,000 | \$2,694,000 | \$155,774 | \$2,694,000 |
| II11052336 | McHenry-IL 31 from McCullom Lake Rd to IL 120 | \$3,175,000 | \$2,540,000 | \$178,043 | \$2,540,000 |
| II02052465 | Wilmette-Green Bay Rd from Lake Ave to Linden Ave | \$921,000 | \$737,000 | \$283,261 | \$737,000 |
| II01052435 | CDOT-Grand Ave from Long Ave to North Ave | \$1,465,000 | \$1,172,000 | \$286,959 | |
| Revised Rank - 2005 | | | | \$545,199 | |
| II09052427 | Kane County DOT-Kirk Rd and IL 56 | \$2,088,000 | \$1,670,000 | \$787,397 | \$500,000 |
| Revised Rank - 2008 | | | | \$906,035 | |
| II09052431 | Kane County DOT-Orchard Rd and Jericho Rd | \$1,999,400 | \$1,599,500 | \$1,039,853 | \$1,100,000 |
| II01052451 | CDOT-Milwaukee Ave Signal Modernization from Higgins Rd to Montrose Ave | \$1,500,000 | \$1,200,000 | \$1,247,525 | |
| II10052354 | Lake County DOT-Hunt Club Rd at Wadsworth Rd | \$850,000 | \$680,000 | \$1,380,689 | \$680,000 |
| II10052350 | Lake Zurich-US 12/Rand Rd at Ela Rd | \$159,000 | \$127,000 | \$1,820,543 | \$127,000 |
| II10052317 | Grayslake-Atkinson Rd Extension | \$23,313,000 | \$16,708,000 | \$2,349,700 | |
| II10052353 | Lake County DOT-Hunt Club Rd at Millburn Rd | \$940,000 | \$752,000 | \$2,646,080 | \$752,000 |
| II12052357 | Romeoville-IL 53/Independence Blv at University Pwy | \$677,000 | \$542,000 | \$2,699,834 | |
| II11052365 | McHenry County Highway Department-Rakow Rd at Pyott Rd | \$1,896,000 | \$1,517,000 | \$3,228,372 | |
| II10052464 | Vernon Hills-Fairway Dr and IL 60 | \$2,083,000 | \$1,666,400 | \$4,090,421 | |
| II08052349 | Glen Ellyn-IL 38/Roosevelt Rd at Lambert Rd | \$332,000 | \$265,600 | \$4,160,818 | |
| II01052483 | CDOT-Chicago Ave Signal Modernizations/Intersection Improvements from Laram | \$4,347,600 | \$3,478,080 | \$4,191,921 | |
| II03052467 | Schaumburg-Barrington Rd from Schaumburg Rd to Holmes Way | \$1,616,200 | \$1,292,900 | \$4,389,160 | |
| II07052308 | South Holland-State St at 168th St | \$1,320,000 | \$1,056,000 | \$5,943,536 | |
| II03052490 | Rolling Meadows-IL 58/Golf Rd at IL 62/Algonquin Rd | \$500,000 | \$400,000 | \$6,295,635 | |
| II12052492 | Joliet-Essington Rd and Hennepin Dr | \$440,000 | \$352,000 | \$6,471,088 | |
| II08052456 | Naperville-US 34/Ogden Ave from Iroquois Ave to Fender Rd and Naper Blvd from | \$522,400 | \$417,900 | \$6,524,218 | |
| II10052452 | Lake County DOT-IL 176 and Fairfield Rd | \$3,434,000 | \$2,748,000 | \$7,999,312 | |
| II06052462 | Orland Park-US 45/LaGrange Rd and 143rd St | \$1,992,000 | \$1,594,000 | \$8,638,174 | |
| II11052334 | Crystal Lake-Pingree Rd at US14/Northwest Hwy | \$1,111,000 | \$889,000 | \$9,621,499 | |
| II11052361 | McHenry County Highway Department-Rakow Rd at IL 31 | \$1,530,000 | \$1,224,000 | \$11,845,368 | |
| II04052338 | Forest Park-Des Plaines Ave at Randolph St | \$480,000 | \$384,000 | \$12,446,367 | |
| II10052306 | Gurnee-Cemetery Rd at Washington St | \$3,950,000 | \$3,160,000 | \$15,616,824 | |
| II10052352 | Lake County DOT-IL 131/Green Bay Rd at Wadsworth Rd | \$3,680,000 | \$2,920,000 | \$46,250,468 | |
| II12052469 | Will County Department of Highways-Laraway Rd at Cedar Rd | \$572,500 | \$458,000 | \$157,957,903 | |



City of Aurora

Engineering Division • 44 E. Downer Place • Aurora, Illinois 60507-2067 • (630) 844-3620
FAX (630) 892-0322

Kenneth Schroth, P.E.
Director of Public Works
City Engineer
January 22, 2008



Mr. Douglas Ferguson
Associate Planner
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800, Sears Tower
Chicago, Illinois 60606

RE: City of Aurora
Galena Boulevard from Orchard to Locust
TIP ID Number 09-05-0001
Request for increase in CMAQ Funds

Dear Mr. Ferguson:

The City of Aurora is requesting additional CMAQ funds in the amount of **\$628,384** for the completion of the referenced project. In January of 2004, the City applied for CMAQ funds for the Engineering and construction of the above referenced Traffic Signals interconnect improvements project, and received approval of CMAQ funds in the amount of \$522,720 for fiscal year 2005. The estimate of cost for Engineering and Construction at the time of the application was \$653,400, and the approved federal share of the cost was \$522,720. Since then, the cost of the project has increased substantially due to above average inflation in the construction industry, higher fuel costs, and the estimate for engineering, and construction being very preliminary as many items were left out at the time of the submittal. Initially, we had started in house contract plans preparation, but due to shortage of in house staff and to expedite the project, we have hired Smith Engineering Consultants for the completion of Phase II contract plans. We should be getting Federal authorization and IDOT approval of the Phase II Engineering Agreement before January 31, 2008; subsequently, we will be starting Phase II contract plans. We are anticipating a January 19, 2009 bid opening and start of construction of the project in April of 2009. **The revised Estimate of Cost is \$1,438,880** (original and the revised cost estimates included herewith.)

Due to the budgetary constraints, it will be very difficult for the City to construct the Traffic Signals interconnect improvements project on schedule without additional CMAQ funds as requested. We are hoping for a favorable response to our request, hence enabling us to move forward with the completion of the project in a timely manner (January 19, 2009 bid opening)

If you require additional information, please contact me at your convenience

Sincerely,

Eric Gallt, P.E.
City Traffic Engineer

cc: Honorable Thomas J Weisner, Mayor, City of Aurora
Kenneth Schroth, P.E., Director of Public Works, City of Aurora
Daryl Devick, Assistant Director of Public Works, City of Aurora
Christopher J Holt, P.E., IDOT Region 1, Bureau Chief of Local Roads and Streets
Chad Riddle, P.E., IDOT Region 1, Bureau of Local Roads and Streets
Marilyn Solomon, P.E., IDOT Region 1, Bureau of Local Roads and Streets
Akram Chaudhry, P.E., Smith Engineering Consultants



Galena Boulevard Traffic Signals

City of Aurora

January 22, 2008

Original Project Costs per January 2004 CMAQ Application

| Revised Opinion of Probable Cost | Total | CMAQ (80%) | City of Aurora (20%) |
|--|------------------|------------------|-------------------------|
| Phase II Engineering | \$54,450 | \$43,560 | \$10,890 |
| Construction | \$544,500 | \$435,600 | \$108,900 |
| Phase III Engineering & Material Testing | \$54,450 | \$43,560 | \$10,890 |
| Total | \$653,400 | \$522,720 | \$130,680 |

Revised Project Costs per January 2008

| Task | Total | CMAQ (80%) | City of Aurora (20%) |
|--|--------------------|--------------------|-------------------------|
| Phase II Engineering (Approved IDOT Contract) | \$74,000 | \$59,200 | \$14,800 |
| Construction | \$1,240,800 | \$992,640 | \$248,160 |
| Phase III Engineering & Material Testing (10%) | \$124,080 | \$99,264 | \$24,816 |
| Total | \$1,438,880 | \$1,151,104 | \$287,776 |
| Request for Additional CMAQ Funds | \$628,384 | | |

TRAFFIC SIGNAL COST

Galena Boulevard (Orchard Road to Locust Street)

City of Aurora

AURO-070690.01

| Item | Unit | Quantity | Unit Price | Total Price |
|--|------|----------|-------------|---------------------|
| Full-Actuated Controller and Type IV Cabinet, Special | Each | 1 | \$20,000.00 | \$20,000.00 |
| Uninterruptable Power Supply | Each | 1 | \$10,500.00 | \$10,500.00 |
| Conduit in Trench, 2" Dia., Galvanized Steel | Foot | 500 | \$12.00 | \$6,000.00 |
| Conduit Pushed, 2" Dia., Galvanized Steel | Foot | 500 | \$20.00 | \$10,000.00 |
| Concrete Handhole | Each | 4 | \$1,200.00 | \$4,800.00 |
| Electric Cable in Conduit, Tracer, No. 14 1C | Foot | 1300 | \$1.00 | \$1,300.00 |
| Fiber Optic Cable in Conduit, No. 62.5/125 MM12F & SM12F | Foot | 1300 | \$4.00 | \$5,200.00 |
| Trench and Backfill for Electrical Work | Foot | 1300 | \$2.50 | \$3,250.00 |
| Optimize Existing Traffic Signal System | Each | 1 | \$5,000.00 | \$5,000.00 |
| Maintenance of Existing Traffic Signal Installation | Each | 1 | \$2,000.00 | \$2,000.00 |
| Master Controller | Each | 1 | \$12,000.00 | \$1,000.00 |
| Fiber Optic - Transceiver | Each | 1 | \$4,200.00 | \$350.00 |
| Light Detector | Each | 4 | \$1,000.00 | \$4,000.00 |
| Light Detector Amplifier | Each | 1 | \$2,000.00 | \$2,000.00 |
| LED Retrofit, Red | Each | 44 | \$200.00 | \$8,800.00 |
| LED Retrofit, Yellow | Each | 44 | \$200.00 | \$8,800.00 |
| LED Retrofit, Green | Each | 44 | \$200.00 | \$8,800.00 |
| Traffic Signal Backplate, Louvered, Formed Plastic | Each | 8 | \$200.00 | \$1,600.00 |
| Subtotal | | | | \$103,400.00 |

| | |
|------------------------------------|----------------|
| NUMBER OF SIGNALIZED INTERSECTIONS | 12 |
| PROJECT GRAND TOTAL | \$1,240,800.00 |

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: 09-05-0001

Description: Galena Blv Orchard Rd-Locust St

Ranking Computation

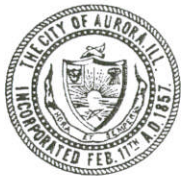
| | 2005 Approved | 2008 Request |
|-----------------------|---------------|--------------|
| Tons VOC eliminated | 3.8487 | 3.8487 |
| Cost | \$ 653,400 | \$ 1,438,880 |
| \$/Ton VOC eliminated | \$ 169,772 | \$ 373,862 |
| Rank | 6 | 17 |

Project Expenses

| | Federal Share | Total | Federal % | Basis |
|-----------------|---------------|--------------|-----------|---------------------|
| 2005 Approved | \$ 522,720 | \$ 653,400 | 80.0% | Approved Projects |
| 2008 Request | \$ 1,151,104 | \$ 1,438,880 | 80.0% | Letter from Sponsor |
| Increase Amount | \$ 628,384 | \$ 785,480 | | |

FY 2005 CMAQ Program

| ID | Facility to be Improved | Total \$ | Fed \$ | \$/Ton Voc | Select |
|----------------------------|---|------------------|------------------|------------------|------------------|
| Signal Interconnect | | | | | |
| 1 SI12052493 | Bolingbrook-Boughton Rd from Woodward Ave to Kings Rd | \$922,000 | \$738,000 | \$60,209 | \$738,000 |
| 2 SI12052494 | Bolingbrook-Weber Rd from Lily Cache Ln to Commercial Entrance | \$235,000 | \$188,000 | \$63,158 | \$188,000 |
| 3 SI09052414 | Kane County DOT-Fabyan Pwy and Western Ave | \$757,000 | \$605,000 | \$115,136 | \$605,000 |
| 4 SI09052311 | Aurora-IL 31/Lake St from Indian Trail Rd to Gale St | \$603,360 | \$482,688 | \$122,082 | \$482,688 |
| 5 SI09052450 | IDOT-IL 31/Lincoln Way from IL 56/State St to Lovedale Rd | \$425,000 | \$340,000 | \$140,245 | \$340,000 |
| 6 SI09052312 | Aurora-Galena Blv from Orchard Rd to Locust St | \$653,400 | \$522,720 | \$169,772 | \$522,720 |
| 7 SI02052457 | IDOT-IL 43/Waukegan Rd from Beckwith Rd to US 14/Caldwell Ave | \$435,000 | \$348,000 | \$172,249 | \$348,000 |
| 8 SI10052458 | IDOT-US 12/Rand Rd from Sayton Rd to Grand Ave | \$95,000 | \$76,000 | \$174,040 | \$76,000 |
| 9 SI10052455 | IDOT-IL 132/Grand Ave from IL 83/Milwaukee Ave to Sand Lake Rd | \$470,000 | \$376,000 | \$181,256 | \$376,000 |
| 10 SI10052454 | IDOT-IL 176/Park Ave from St. Mary's Rd to Bradley Rd | \$195,500 | \$156,400 | \$214,363 | \$156,400 |
| 11 SI09052313 | Aurora-IL 25/Broadway Ave from Illinois Ave to Benton St | \$498,480 | \$398,784 | \$236,545 | |
| SI10052473 | Waukegan-IL 132/Grand Ave from IL 131/Green Bay Rd to IL 137/Sheridan Rd | \$1,600,000 | \$1,280,000 | \$257,823 | |
| 12 | | | | | |
| 13 SI01052466 | CDOT-Stony Island Ave from Midway Plaisance to US 12/US 20/95th St | \$440,000 | \$352,000 | \$267,716 | |
| 14 SI01052482 | CDOT-87th St from Western Ave to I-94/Dan Ryan Ewy | \$3,345,000 | \$2,676,000 | \$289,433 | \$1,338,000 |
| 15 SI10052474 | Waukegan-Lewis Ave from 14th St to Yorkhouse Rd | \$2,500,000 | \$2,000,000 | \$307,934 | |
| 16 SI01052470 | CDOT-Broadway Ave and Sheridan Rd from Devon Ave to Hollywood Ave | \$365,000 | \$292,000 | \$332,611 | \$292,000 |
| SI10052315 | North Chicago-IL 137/Buckley Rd from IL 43/Waukegan Rd to IL137/Sheridan Rd | \$1,602,000 | \$1,282,000 | \$373,839 | |
| 17 | | | | | |
| Revised Rank - 2008 | | | | \$373,862 | |
| 18 SI01052485 | CDOT-Cicero Ave from US 14/Peterson Ave to Lexington Ave | \$8,525,000 | \$6,820,000 | \$389,102 | |
| 19 SI06052320 | Crestwood-Calumet Sag Rd from IL 50/Cicero Ave to 135th St | \$201,000 | \$161,000 | \$394,574 | |
| 20 SI01052486 | CDOT-US 12/US 20/95th St from Western Ave to US 41/Ewing Ave | \$8,650,000 | \$6,920,000 | \$444,145 | \$3,460,000 |
| 21 SI01052472 | CDOT-Roosevelt Rd from Western Ave to US 41/Lake Shore Dr | \$430,000 | \$344,000 | \$454,216 | \$344,000 |
| 22 SI10052475 | Waukegan-Washington St from IL 131/Green Bay Rd to IL 137/Sheridan Rd | \$1,600,000 | \$1,280,000 | \$479,401 | \$640,000 |
| 23 SI01052463 | CDOT-New US 41 from 79th St to 92nd St | \$3,620,000 | \$2,896,000 | \$538,447 | |
| 24 SI01052480 | CDOT-IL 64/North Ave from Menard St to Ashland Ave | \$725,000 | \$580,000 | \$557,247 | |
| 25 SI01052468 | CDOT-87th St from I-94/Dan Ryan Ewy to I-90/Chicago Skyway | \$320,000 | \$256,000 | \$587,286 | |
| 26 SI07052478 | IDOT-IL 83/147th St from Homan Ave to Western Ave | \$1,585,000 | \$1,268,000 | \$667,816 | |
| 27 SI01052461 | CDOT-79th St from IL 50/Cicero Ave to Ashland Ave | \$455,000 | \$364,000 | \$716,687 | |
| 28 SI07052476 | IDOT-IL 50/Cicero Ave from 167th St to Fieldcrest Dr | \$234,000 | \$187,200 | \$880,313 | |
| 29 SI07052479 | IDOT-142nd St/Main St from Indiana Ave to Cottage Grove | \$1,062,000 | \$849,600 | \$964,082 | |
| 30 SI01052459 | CDOT-Michigan Ave and Indiana Ave from 31st St to 63rd St | \$740,000 | \$592,000 | \$1,354,400 | |



City of Aurora

Engineering Division • 44 E. Downer Place • Aurora, Illinois 60507-2067 • (630) 844-3620
FAX (630) 892-0322

Kenneth Schroth, P.E.
Director of Public Works
City Engineer
January 22, 2008

Mr. Douglas Ferguson, Associate Planner
Chicago Metropolitan Agency for Planning
233 South Wacker Drive - Suite 800, Sears Tower
Chicago, Illinois 60606

RE: City of Aurora
New York Street from Farnsworth Avenue to IL 31 / Lake Street
TIP ID Number 09-06-0065
Request for Increase in CMAQ Funds

Dear Mr. Ferguson:

The City of Aurora is requesting additional CMAQ funds in the amount of **\$575,104** for the completion of the referenced project. In January of 2006, the City applied for CMAQ funds for the engineering and construction of the above referenced Traffic Signals interconnect improvements project, and received approval of CMAQ funds in the amount of \$298,090 for fiscal year 2007. The estimate of cost for Engineering and Construction at the time of the application was \$372,612, and the approved federal share of the cost was \$298,090. Since then, the cost of the project has increased substantially due to above average inflation in the construction industry, higher fuel costs, and the estimate for engineering and construction being very preliminary as many items were left out at the time of the submittal. Initially, we had started in-house contract plan preparation, but due to a shortage of in-house staff, and to expedite the project, we hired Smith Engineering Consultants for the completion of the Phase II contract plans. We should be getting Federal authorization and IDOT approval of the Phase II Engineering Agreement before January 31, 2008; subsequently, we will be starting Phase II contract plans. We are anticipating a January 19, 2009 bid opening and start of construction of the project in April of 2009. **The revised Estimate of Cost is \$1,091,492** (original and the revised cost estimates included herewith).

Due to the budgetary constraints, it will be very difficult for the City to construct the Traffic Signals interconnect improvements project on schedule without additional CMAQ funds as requested. We are hoping for a favorable response to our request, hence enabling us to move forward with the completion of the project in a timely manner (January 19, 2009 bid opening).

If you require additional information, please contact me at your convenience.

Sincerely,

Eric Gallt, P.E.
City Traffic Engineer

cc: Honorable Thomas J. Weisner; Mayor, City of Aurora
Kenneth Schroth, P.E.; Director of Public Works, City of Aurora
Daryl Devick; Assistant Director of Public Works, City of Aurora
Christopher J. Holt, P.E.; IDOT Region 1, Bureau Chief of Local Roads and Streets
Chad Riddle, P.E.; IDOT Region 1, Bureau of Local Roads and Streets
Marilyn Solomon, P.E.; IDOT Region 1, Bureau of Local Roads and Streets
Akram Chaudhry, P.E.; Smith Engineering Consultants paper

New York Street Traffic Signals

City of Aurora

January 22, 2008

Original Project Costs per January 2006 CMAQ Application

| Revised Opinion of Probable Cost | Total | CMAQ (80%) | City of Aurora (20%) |
|--|------------------|------------------|-------------------------|
| Phase II Engineering | \$31,051 | \$24,841 | \$6,210 |
| Construction | \$310,510 | \$248,408 | \$62,102 |
| Phase III Engineering & Material Testing | \$31,051 | \$24,841 | \$6,210 |
| Total | \$372,612 | \$298,090 | \$74,522 |

Revised Project Costs per Januray 2008

| Task | Total | CMAQ (80%) | City of Aurora (20%) |
|--|--------------------|------------------|-------------------------|
| Phase II Engineering (Approved IDOT Contract) | \$60,000 | \$48,000 | \$12,000 |
| Construction | \$937,720 | \$750,176 | \$187,544 |
| Phase III Engineering & Material Testing (10%) | \$93,772 | \$75,018 | \$18,754 |
| Total | \$1,091,492 | \$873,194 | \$218,298 |
| Request for Additional CMAQ Funds | \$575,104 | | |

TRAFFIC SIGNAL COST

New York Street (IL Route 31 to Farnsworth Avenue)
City of Aurora
AURO-070690.04

INTERCONNECT ITEMS

| Item | Unit | Quantity | Unit Price | Total Price |
|--|-------|----------|-------------|---------------------|
| Full-Actuated Controller and Type IV Cabinet, Special | Each | 1 | \$20,000.00 | \$20,000.00 |
| Uninterruptable Power Supply | Each | 1 | \$10,500.00 | \$10,500.00 |
| Conduit in Trench, 2" Dia., Galvanized Steel | Foot | 700 | \$12.00 | \$8,400.00 |
| Conduit Pushed, 2" Dia., Galvanized Steel | Foot | 700 | \$20.00 | \$14,000.00 |
| Concrete Handhole | Each | 4 | \$1,200.00 | \$4,800.00 |
| Drill Existing Handhole | Each | 2 | \$250.00 | \$500.00 |
| Electric Cable in Conduit, Lead-In, No. 14 1 Pair | Foot | 600 | \$1.20 | \$720.00 |
| Electric Cable in Conduit, Tracer, No. 14 1 C | Foot | 1500 | \$1.00 | \$1,500.00 |
| Fiber Optic Cable in Conduit, No. 62.5/125 MM12F & SM12F | Foot | 1500 | \$4.00 | \$6,000.00 |
| Inductive Loop Detector | Each | 2 | \$225.00 | \$450.00 |
| Detector Loop, Type I | Foot | 96 | \$20.00 | \$1,920.00 |
| Trench and Backfill for Electrical Work | Foot | 700 | \$2.50 | \$1,750.00 |
| Optimize Existing Traffic Signal System | Each | 1 | \$5,000.00 | \$5,000.00 |
| Maintenance of Existing Traffic Signal Installation | Each | 1 | \$2,000.00 | \$2,000.00 |
| Master Controller | Each | 1 | \$12,000.00 | \$12,000.00 |
| Fiber Optic - Transceiver | Each | 1 | \$4,200.00 | \$4,200.00 |
| Traffic Control and Protection | L Sum | 1 | \$15,000.00 | \$15,000.00 |
| Pedestrian Push Button | Each | 4 | \$200.00 | \$800.00 |
| Electric Cable in Conduit, Signal, No. 14 2C | Foot | 500 | \$1.20 | \$600.00 |
| Light Detector | Each | 4 | \$1,000.00 | \$4,000.00 |
| Light Detector Amplifier | Each | 1 | \$2,000.00 | \$2,000.00 |
| LED Retrofit, Red | Each | 44 | \$200.00 | \$8,800.00 |
| LED Retrofit, Yellow | Each | 44 | \$200.00 | \$8,800.00 |
| LED Retrofit, Green | Each | 44 | \$200.00 | \$8,800.00 |
| Traffic Signal Backplate, Louvered, Formed Plastic | Each | 8 | \$200.00 | \$1,600.00 |
| Subtotal | | | | \$116,840.00 |

| | |
|------------------------------------|--------------|
| NUMBER OF SIGNALIZED INTERSECTIONS | 8 |
| PROJECT GRAND TOTAL | \$934,720.00 |

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: 09-06-0065

Description: New York St from Farnsworth Ave to IL 31/Lake St

Ranking Computation

| | 2007 Approved | 2008 Request |
|----------------------|---------------|--------------|
| Kg VOC eliminated | 3,570.1540 | 3,570.1540 |
| Cost | \$ 372,612 | \$ 1,091,492 |
| \$/Kg VOC eliminated | \$ 104 | \$ 306 |
| Rank | 2 | 8 |

Project Expenses

| | Federal Share | Total | Federal % | Basis |
|-----------------|---------------|--------------|-----------|---------------------|
| 2007 Approved | \$ 298,090 | \$ 372,612 | 80.0% | Approved Projects |
| 2008 Request | \$ 873,194 | \$ 1,091,492 | 80.0% | Letter from Sponsor |
| Increase Amount | \$ 575,104 | \$ 718,880 | | |

FY 2007 CMAQ Program

| ID | Facility to be Improved | \$/Kg VOC Eliminated | Daily VOC Eliminated (Kilograms) | CMAQ Funding 2007 | CMAQ Funding 2008 | CMAQ Funding 2009 |
|----------------------------|--|-------------------------|--|----------------------|----------------------|----------------------|
| Signal Interconnect | | | | | | |
| 1 | SI01072677 CDOT-87th St from I-94/Dan Ryan (State St Ramp) to I-90/Chicago Skyway SB Ramp (Anthony Ave) | \$72 | 0.94 | | | |
| 2 | SI09072658 Aurora-New York St from Farnsworth Ave to IL 31/Lake St | \$104 | 0.70 | \$298,090 | \$0 | \$0 |
| 3 | SI11072657 Crystal Lake-US 14 from IL 176 to Woodstock St | \$106 | 0.10 | \$43,000 | \$0 | \$0 |
| 4 | SI09072663 Aurora-IL 25/Broadway Ave from North Ave to Illinois Ave | \$132 | 0.59 | \$316,281 | \$0 | \$0 |
| 5 | SI09072659 Aurora-Indian Trail Rd from Edgelawn Dr to IL 31/Lake St | \$149 | 0.52 | | | |
| 6 | SI09072667 Kane County DOT-Randall Rd from Main St to Orchard Rd | \$161 | 0.57 | \$24,000 | \$352,800 | \$0 |
| 7 | SI09072662 Aurora-Galena St from Locust St to Ohio St | \$172 | 0.47 | | | |
| 8 | SI09072660 Aurora-IL 31/River St from Prairie St to New York St | \$290 | 0.14 | | | |
| | Revised Rank | \$306 | | | | |
| 9 | SI10072669 Waukegan-IL 132/Grand Ave from IL 131/Green Bay Rd to IL 137/Sheridan Rd | \$326 | 0.96 | \$78,400 | \$1,201,600 | \$0 |
| 10 | SI10072683 Lake County DOT-Highland Park Interconnect | \$358 | 1.62 | | | |
| 11 | SI01072674 CDOT-Stony Island Ave from Midway Plaisance to US 12/US 20/95th St | \$385 | 3.01 | \$4,352,000 | \$0 | \$0 |
| 12 | SI10072670 Waukegan-Lewis Ave from Yorkhouse Rd to 14th St | \$395 | 1.24 | \$121,296 | \$1,878,704 | \$0 |
| 13 | SI04072665 Oak Park-Washington Blv from Lombard Ave to Home Ave | \$401 | 0.15 | | | |
| 14 | SI01072672 CDOT-Broadway Ave and Sheridan Rd from W Sheridan Rd/Devon Ave to Hollywood Ave/US-41/Lake Shore Dr | \$483 | 2.00 | | | |
| 15 | SI01072664 CDOT-IL 50/Cicero Ave from US 14/Peterson Ave to I-290 EB Ramp at Lexington Ave | \$606 | 3.26 | | | |
| 16 | SI01072673 CDOT-Roosevelt Rd from Western Ave to US 41/Lakeshore Dr | \$649 | 1.72 | | | |
| 17 | SI01072675 CDOT-IL 64/North Ave from Menard St to Ashland Ave | \$752 | 2.55 | | | |
| 18 | SI01072676 CDOT-79th St from IL 50/Cicero Ave to Ashland Ave | \$965 | 1.24 | | | |
| 19 | SI01072679 CDOT-Michigan and Indiana Aves from 31st St/Michigan Ave to 63rd St/Indiana Ave | \$2,223 | 0.94 | | | |



JOHN F. MAHONEY
Mayor

MARY A. O'CONNOR
Accounts and Finances, Treasurer

NICOLE MILOVICH-WALTERS
Public Works and Streets, Recreation

Village of Palos Park

*"Service to Our Residents and Dedication
to the Preservation of Palos Park"*

January 29th, 2008

Mr. D. Ferguson
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Sears Tower
Chicago, IL 60606

DAN POLK
Public Health and Safety

JAMES PAVLATOS
Building and Public Property

CAROL A. BRYSON
Village Clerk

PATRICIA L. JONES
Village Administrator

Dear Mr. Ferguson

Re: CMAQ Grant for Sidewalk along 121st Street – TIP 06-04-0002

I am writing to formally request that you consider increasing the amount of federal monies available for this project.

Following a review of this project, I must advise you that due to increased costs in construction, the construction estimate is now at \$80,000, with construction engineering at \$6,000. The remaining work estimate therefore is \$86,000.

I am aware that the remaining federal monies available is currently at \$59,160.00 and am therefore seeking an increase of federal funding to \$68,800. This would necessitate the Village's contribution increasing to \$17,200.00 which we are willing to commit to.

I would therefore like to respectfully request federal funding for this project for \$68,800 to construct and supervise a new sidewalk along 121st Street.

Yours sincerely,

John Mahoney
Mayor

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: 06-04-0002

Description: 121st St and 80th Ave Pedestrian Path

Ranking Computation

| | 2004 Approved | 2005 Scope Change | 2008 Request |
|-----------------------|---------------|-------------------|--------------|
| Tons VOC eliminated | 0.1986 | 0.2144 | 0.2144 |
| Cost | \$ 98,843 | \$ 98,843 | \$ 98,000 |
| \$/Ton VOC eliminated | \$ 497,747 | \$ 460,996 | \$ 457,064 |
| Rank | 4 | 9 | 8 |

Project Expenses

| | Federal Share | Total | Federal % | Basis |
|-------------------|---------------|-----------|-----------|---------------------|
| 2004 Approved | \$ 68,760 | \$ 85,950 | 80.0% | Approved Projects |
| 2005 Scope Change | \$ 68,760 | \$ 85,950 | 80.0% | Letter from Sponsor |
| 2008 Request | \$ 78,400 | \$ 98,000 | 80.0% | Letter from Sponsor |
| Increase Amount | \$ 9,640 | \$ 12,050 | | |

Note: The project was awarded CMAQ funds as a bicycle facility on 86th Ave, with engineering costs to be paid by Cook County. The 2005 scope change changed it to a pedestrian facility, with no change in cost. In March 2006, phase II engineering was added as an approved phase, with no change in cost.

FY 2004 CMAQ Program

| ID | Facility to be Improved | Total \$ | Fed \$ | \$/Ton Voc | Select |
|------------------------------|---|-----------------|-----------------|------------------|-----------------|
| Pedestrian Facilities | | | | | |
| 1 BP03040864 | Roselle Road Pedestrian Signals and Crosswalks | \$112,900 | \$90,300 | \$41,873 | |
| 2 BP08040989 | Chicago Ave Sidewalks | \$52,000 | \$41,600 | \$74,683 | |
| 3 BP07040950 | Central Ave Sidewalks | \$113,000 | \$90,400 | \$173,682 | |
| 4 BP08040872 | Naperville Rd Sidewalk from Cumnor to Blackhawk | \$231,000 | \$184,800 | \$185,189 | |
| 5 BP04040957 | City of Northlake Sidewalks - Citywide | \$402,000 | \$322,000 | \$289,538 | |
| 6 BP05040996 | Pedestrian Walkway along Hillgrove Ave Linking Commuter Parking, Addition of Bi | \$543,000 | \$434,000 | \$395,186 | \$434,000 |
| 7 BP03040908 | Union Pacific RR Pedestrian Underpass at Northwest Hwy and Kensington Rd | \$443,000 | \$335,000 | \$412,026 | |
| 06-04-0002 | Scope Change to 86th Ave Multi-Use Path from Bicycle Facility | \$98,000 | \$78,400 | \$457,064 | |
| 8 BP06040847 | Harlem Ave Sidewalks | \$275,000 | \$220,000 | \$459,622 | |
| 06-04-0002 | Scope Change to 86th Ave Multi-Use Path from Bicycle Facility | \$85,950 | \$68,760 | \$460,996 | \$68,760 |
| 9 BP10040860 | Deerfield Rd Sidewalk from Rosemary Ave to N Branch of Chicago River Bridge | \$223,000 | \$178,400 | \$468,283 | |
| 10 BP08041034 | Gilbert Ave Sidewalk from Cornell Ave to Jacqueline Dr | \$616,000 | \$493,800 | \$1,015,606 | |
| 11 BP10040879 | Plymouth Farms Rd Pedestrian Bridge Grade Crossing | \$689,000 | \$230,000 | \$1,328,783 | |
| 12 BP08040991 | Sidewalks along 22nd St | \$432,000 | \$346,000 | \$1,487,018 | |
| 13 BP06040984 | 88th Ave (Cork) Sidewalks | \$610,400 | \$488,320 | \$1,533,305 | |
| 14 BP08040963 | Villa Ave Sidewalk Reconstruction and Bicycle Facilities | \$652,800 | \$522,200 | \$1,812,168 | |
| 15 BP06040982 | 88th Ave Sidewalks | \$430,000 | \$344,444 | \$2,459,730 | |
| 16 BP08040813 | Miscellaneous Residential and Commercial Sidewalks | \$420,000 | \$336,000 | \$3,457,370 | |
| 17 BP06040926 | State Street Sidewalk | \$125,000 | \$100,000 | \$5,130,938 | |
| 18 CP02041039 | Village of Northbrook Metra Train Station Area Improvements | \$942,000 | \$754,000 | \$13,590,878 | |
| 19 BP12040930 | IL 59 and Seil Rd Sidewalks | \$282,100 | \$225,680 | \$15,157,808 | |



William M. Emmerich, P.E.
Village Engineer

Terrence J. Foley, P.E.
Assistant Village Engineer

ENGINEERING DEPARTMENT

440 East Crystal Street
Mundelein, Illinois 60060

<http://www.mundelein.org/>

(847)-949-3220
Fax (847)-949-0675

February 22, 2008

Mr. Douglas Ferguson
Chicago Area Transportation Study
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

RE: CMAQ/Seavey Bike Path
Village of Mundelein
Request for Increase in CMAQ Funds
TIP ID Number 10-04-002
CMAQ Project ID CMM-8003 (390)

Dear Mr. Ferguson:

The Village of Mundelein is requesting additional CMAQ funds in the amount of \$303,360 for the completion of the referenced project. Final plans have been submitted to IDOT for a March 2008 letting. This increase in cost is based on the approved estimate of construction cost generated from the final contract plan quantities as submitted to IDOT for advertisement for bids for the March 7, 2008 letting. The revised Estimate of Cost, which includes Phase III Engineering, is \$935,260. The previous and current cost estimates, the IDOT approved Estimate of Construction Cost, and the Phase III Engineering Agreement are all included herewith.

Due to the budgetary constraints, it will be very difficult for the Village to construct the bike path without additional CMAQ funds as requested. We are hoping for a favorable response to our request, hence enabling us to move forward with the completion of the project in a timely manner.

If you require additional information, please contact me.

Sincerely,

William M. Emmerich, P.E.
Village Engineer

cc: Honorable Kenneth H. Kessler, Mayor, Village of Mundelein
Michael Flynn, Assistant Village Administrator, Village of Mundelein
Christopher J. Holt, P.E., IDOT Region 1, Bureau Chief of Local Roads and Streets
Chad Riddle, P.E., IDOT Region 1, Bureau of Local Roads and Streets

Attachments



Illinois Department of Transportation

Estimate of Cost

Project CMM-8003 (390)

Route

Section 04-00075-00-BT

County Lake

Location of improvement: Washington Boulevard from Allanson Road to Thomas Boulevard; Thomas Boulevard from Washington Boulevard to ComEd Right-of-Way; Off-Street Path from Thomas Boulevard to Seavey Drainage Ditch

For a total distance of 1.03 miles, Net improvement of 1.03 miles.

Type Width Thickness

Shoulders Average haul Maximum Grade %.

| Quantity | Unit | Item | Code Number | Unit Price | Total Cost |
|--|-------|---|-------------|-------------|--------------|
| 72 | Unit | Tree Removal, Over 15" Unit Diameter | 20100210 | \$15.00 | \$1,080.00 |
| 0.25 | Acre | Tree Removal, Acres | 20100500 | \$20,000.00 | \$5,000.00 |
| 13 | Cu Yd | Earth Excavation, Widening | 20200500 | \$30.00 | \$390.00 |
| 1,585 | Cu Yd | Removal and Disposal of Unsuitable Material | 20201200 | \$18.00 | \$28,530.00 |
| 575 | Cu Yd | Furnished Excavation | 20400800 | \$15.00 | \$8,625.00 |
| 25 | Cu Yd | Porous Granular Embankment, Special | 20700400 | \$40.00 | \$1,000.00 |
| 450 | Cu Yd | Porous Granular Embankment, Subgrade | 20700420 | \$40.00 | \$18,000.00 |
| 7,020 | Sq Yd | Topsoil, Furnish and Place, 6" | 21101625 | \$3.50 | \$24,570.00 |
| 1.00 | Acre | Seeding, Class 2 | 25000200 | \$3,000.00 | \$3,000.00 |
| 0.05 | Acre | Seeding, Class 4 | 25000200 | \$3,000.00 | \$150.00 |
| 132 | Pound | Nitrogen Fertilizer Nutrient | 25000400 | \$2.00 | \$264.00 |
| 132 | Pound | Phosphorus Fertilizer Nutrient | 25000500 | \$2.00 | \$264.00 |
| 132 | Pound | Potassium Fertilizer Nutrient | 25000600 | \$2.00 | \$264.00 |
| 5,060 | Sq Yd | Erosion Control Blanket | 25100630 | \$2.00 | \$10,120.00 |
| 2,960 | Sq Yd | Sodding | 25200100 | \$4.00 | \$11,840.00 |
| 24 | Units | Supplemental Watering | 25200200 | \$100.00 | \$2,400.00 |
| 4,026 | Foot | Perimeter Erosion Barrier | 28000400 | \$3.00 | \$12,078.00 |
| 2 | Each | Inlet and Pipe Protection | 28000500 | \$125.00 | \$250.00 |
| 2,750 | Sq Yd | Sub-Base Granular Material, Type B, 8" | 31101600 | \$11.00 | \$30,250.00 |
| 445 | Sq Yd | Aggregate Base Course, Type B, 12" | 35102400 | \$15.00 | \$6,675.00 |
| 39 | Sq Yd | Hot-Mix Asphalt Base Course, 8" | 35501316 | \$30.00 | \$1,170.00 |
| 350 | Ton | Aggregate for Temporary Access | 40201000 | \$20.00 | \$7,000.00 |
| 1,700 | Gal | Bituminous Materials (Prime Coat) | 40600100 | \$2.00 | \$3,400.00 |
| 30 | Ton | Aggregate (Prime Coat) | 40600300 | \$10.00 | \$300.00 |
| 1,955 | Ton | HMA Surface Course, Mix D, N50 | 40603335 | \$70.00 | \$136,850.00 |
| 464 | Sq Ft | Portland Cement Concrete Sidewalk, 5" | 42400200 | \$8.00 | \$3,712.00 |
| 44 | Sq Ft | Detectable Warnings | 42400800 | \$15.00 | \$660.00 |
| 14,745 | Sq Yd | Hot-Mix Asphalt Surface Removal, 1 3/4" | 44000156 | \$2.25 | \$33,176.25 |
| 1,128 | Sq Yd | Driveway Pavement Removal | 44000200 | \$9.00 | \$10,152.00 |
| 4,645 | Foot | Comb Curb & Gutter Removal | 44000500 | \$6.00 | \$27,870.00 |
| 9,734 | Sq Ft | Sidewalk Removal | 44000600 | \$1.00 | \$9,734.00 |
| 445 | Sq Yd | Class D Patches, Type 2, 6" | 44201717 | \$35.00 | \$15,575.00 |
| 79 | Cu Yd | Structure Excavation | 50200100 | \$25.00 | \$1,975.00 |
| 18 | Cu Yd | Concrete Structures | 50300225 | \$675.00 | \$12,150.00 |
| 2,940 | Pound | Reinforcement Bars, Epoxy Coated | 50800205 | \$1.50 | \$4,410.00 |
| Total estimated cost of work including all labor, materials and profits. | | | | | |

Made by BDH Date 11-15-06 Examined

Check Date District



Illinois Department of Transportation

Estimate of Cost

Project CMM-8003 (390)

Route _____

Section 04-00075-00-BT

County Lake

Location of improvement: Washington Boulevard from Allanson Road to Thomas Boulevard; Thomas Boulevard from Washington Boulevard to ComEd Right-of-Way; Off-Street Path from Thomas Boulevard to Seavey Drainage Ditch

For a total distance of 1.03 miles, Net improvement of 1.03 miles.

Type _____ Width _____ Thickness _____

Shoulders _____ Average haul _____ Maximum Grade _____ %.

| Quantity | Unit | Item | Code Number | Unit Price | Total Cost |
|--|-------|--|-------------|-------------|-------------|
| 21 | Sq Yd | Geocomposite Wall Drain | 59100100 | \$25.00 | \$525.00 |
| 7 | Each | Manholes to be Adjusted | 60255500 | \$300.00 | \$2,100.00 |
| 15 | Each | Frames & Grates, Type 3V | 60404305 | \$250.00 | \$3,750.00 |
| 15 | Each | Frames & Grates to be Removed | 60405740 | \$50.00 | \$750.00 |
| 3 | Each | Frames & Lids, Type 1, Open Lid | 60406000 | \$300.00 | \$900.00 |
| 3 | Each | Frames & Lids, Type 1, Closed Lid | 60406100 | \$300.00 | \$900.00 |
| 866 | Foot | Comb Concrete Curb & Gutter, Type B-6.12 | 60603800 | \$17.00 | \$14,722.00 |
| 4,411 | Foot | Comb Concrete Curb & Gutter, Type B-6.18 | 60604400 | \$18.00 | \$79,398.00 |
| 1 | L Sum | Mobilization | 67100100 | \$10,000.00 | \$10,000.00 |
| 1 | L Sum | Traffic Control and Protection 701501 | 70102620 | \$5,000.00 | \$5,000.00 |
| 1 | L Sum | Traffic Control and Protection 701502 | 70102622 | \$5,000.00 | \$5,000.00 |
| 8,906 | Foot | Temporary Pavement Marking, Line 4" | 70300220 | \$0.50 | \$4,453.00 |
| 160 | Sq Ft | Sign Panel, Type 1 | 72000100 | \$20.00 | \$3,200.00 |
| 1 | Each | Relocate Sign Panel Assembly, Type A | 72400500 | \$250.00 | \$250.00 |
| 405 | Foot | Metal Post, Type A | 72900100 | \$8.00 | \$3,240.00 |
| 357 | Sq Ft | Thermo Pavement Mrk, Letters & Symbols | 78000100 | \$3.00 | \$1,071.00 |
| 10,098 | Foot | Thermo Pavement Marking, Line 4" | 78000200 | \$0.50 | \$5,049.00 |
| 321 | Foot | Thermo Pavement Marking, Line 6" | 78000400 | \$0.60 | \$192.60 |
| 103 | Foot | Thermo Pavement Marking, Line 12" | 78000600 | \$1.30 | \$133.90 |
| 178 | Foot | Thermo Pavement Marking, Line 24" | 78000650 | \$3.00 | \$534.00 |
| 5 | Each | Ground Existing Handhole Frame and Cover | XX006923 | \$500.00 | \$2,500.00 |
| 50 | Foot | Conduit in Trench, 2 1/2" Dia., Galvanized Steel | 81000700 | \$15.00 | \$750.00 |
| 1 | Each | Maintenance of Exist Traffic Signal Installation | 85000200 | \$5,000.00 | \$5,000.00 |
| 300 | Foot | Electric Cable in Conduit, Signal No. 14 3/C | 87301225 | \$1.00 | \$300.00 |
| 300 | Foot | Electric Cable in Conduit, Signal No. 14 5/C | 87301245 | \$1.50 | \$450.00 |
| 300 | Foot | Electric Cable in Conduit, Signal No. 14 7/C | 87301255 | \$2.00 | \$600.00 |
| 1 | Each | Steel Mast Arm Assembly and Pole, 36 FT | 87700220 | \$5,700.00 | \$5,700.00 |
| 15 | Foot | Concrete Foundation, Type E, 30"-Diameter | 87800400 | \$150.00 | \$2,250.00 |
| 1 | Each | Sgnl Head,LED,1-Face,3-Sect,Mast Arm Mntd | 88030020 | \$800.00 | \$800.00 |
| 1 | Each | Sgnl Head,LED,1-Face,5-Sect,Mast Arm Mntd | 88030110 | \$1,200.00 | \$1,200.00 |
| 2 | Each | Traffic Signal Backplate | 88200100 | \$200.00 | \$400.00 |
| 221 | Foot | Detector Loop Replacement | 88600600 | \$25.00 | \$5,525.00 |
| 2 | Each | Light Detector | 88700200 | \$1,200.00 | \$2,400.00 |
| 928 | Foot | Remove Electric Cable from Conduit | 89502300 | \$1.00 | \$928.00 |
| Total estimated cost of work including all labor, materials and profits. | | | | | |

Made by BDH Date 11-15-06

Examined _____

Check _____ Date _____

District Engineer

Project CMM-8003 (390)

Route _____

Section 04-00075-00-BTCounty Lake

Location of improvement: Washington Boulevard from Allanson Road to Thomas Boulevard; Thomas Boulevard from Washington Boulevard to ComEd Right-of-Way; Off-Street Path from Thomas Boulevard to Seavey Drainage Ditch

For a total distance of 1.03 miles, Net improvement of 1.03 miles.

| Type | Width | Thickness |
|------|-------|-----------|
|------|-------|-----------|

| Shoulders | Average haul | Maximum Grade | %. |
|-----------|--------------|---------------|----|
|-----------|--------------|---------------|----|

Made by BDH Date 12-28-07 Examined _____
Check _____ Date _____ District Engineer

CMAQ/SEAVEY BIKEPATH

Village of Mundelein

February 21, 2008

Previous Project Costs

| Task | Total | CMAQ (80%) | Village of Mundelein (20%) |
|--|------------------|-----------------------|---------------------------------------|
| Phase I Engineering | \$34,573 | \$27,658 | \$6,915 |
| Phase II Engineering | \$39,887 | \$31,910 | \$7,977 |
| Construction | \$430,000 | \$344,000 | \$86,000 |
| Phase III Engineering & Material Testing | \$51,600 | \$41,280 | \$10,320 |
| Total | \$556,060 | \$444,848 | \$111,212 |

Current Project Costs

| Task | Total | CMAQ (80%) | Village of Mundelein (20%) |
|--|------------------|-----------------------|---------------------------------------|
| Phase I Engineering | \$34,573 | \$27,658 | \$6,915 |
| Phase II Engineering | \$39,887 | \$31,910 | \$7,977 |
| Construction | \$782,800 | \$626,240 | \$156,560 |
| Phase III Engineering & Material Testing | \$78,000 | \$62,400 | \$15,600 |
| Total | \$935,260 | \$748,208 | \$187,052 |
| Request for Additional CMAQ Funds | \$303,360 | | |



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

LOCAL ROADS AND STREETS

Construction Engineering Services Agreement for Federal Participation – Phase III

Village of Mundelein

Route: Seavey Bike Path: Alanson Road to Seavey Drainage Ditch

Section No.: 04-00075-00-BT

Project No.: CMM-8003(390)

Job No.: C-91-154-04

Lake County

January 29, 2008

Mr. Todd Destree, P.E.
Smith Engineering Consultants, Inc.
4500 Prime Parkway, Suite 201
McHenry, IL 60050-7004

Dear Mr. Destree:

As requested in your email dated January 23, 2008, we have reviewed the Draft Phase III Engineering Services Agreement for the above-referenced subject improvement and offer the following comments:

1. The Total Hours of 777 appear to be satisfactory.
2. On the Agreement Summary (Page 5 of 7), please reflect the Tax Identification Number (TIN) for the Subconsultant as 20-2435502. In addition, the Engineering Payment Report – Exhibit B should be signed by the Prime Consultant.
3. The Agreement and Exhibit A should include the subject improvement reference information listed below:

Route: Seavey Bike Path/Washing Boulevard and Thomas
Boulevard from Alanson Road to Seavey Drainage Ditch

Section No.: 04-00075-00-BT

Project No.: CMM-8003(390)

Job No.: C-91-154-04

Type of Funding: STA

Existing Structure No.: N/A

4. Provide supporting documentation for In-House Cost of \$1,475.50, which should illustrate Quantities, Unit Price, and Total. Currently, the Vehicle Rate is limited to \$45/day or \$0.485/mile.

Mr. Todd Destree, P.E.
January 29, 2008
Page 2


5. Provide an Exhibit showing Hourly Rate Range (from-to) for Consultant's Regular Staff for each classification of employee, which should not include Payroll Burden, Fringe Rate, or Overhead/Expense Rate.
6. Include in the Agreement the Subconsultant Agreement for Services by Others along with Back-up Cost Estimate with Manhours for \$5,500.00 for Material Testing.
7. Include a Project Schedule indicating the Anticipated Starting and Ending Date for performing the Engineering Services.
8. Include the letter from the Village as to their selection process of the consultant.
9. Please apply for N.I.P.C. Clearinghouse. If you have any questions regarding the application process, please contact Dawn Thompson, Associate Planner for the Chicago Metropolitan Agency for Planning, at (312) 386-8676.

Please revise the Agreement by incorporating our review comments and return four (4) copies of the Fully-Executed Agreement with original signature to this office for further processing.

If you have any questions or need additional information, please contact Temi Latinwo, Agreement Technician, at (847) 705-4179 or via email at DOTD1BLRS@dot.il.gov.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: 
Christopher J. Holt, P.E.
Bureau Chief of Local Roads and Streets

cc: William Emmerich, Village Engineer, Village of Mundelein

Exhibit A - Construction Engineering

Route: Seavy Bike Path / Washington Blvd & Thomas Blvd
 Local Agency: Village of Mundelein
 (Municipality/Township/County)
 Section: 04-00075-00-BT
 Project: CMM-8003 (390)
 Job No. C-91-154-04

*Firm's **approved rates** on file with IDOT's
 Bureau of Accounting & Auditing:

| | |
|-----------------------|---------|
| Overhead Rate (OH) | 134.70% |
| Complexity Factor (R) | 0 |
| Calendar Days | 100 |

Method of Compensation

- Cost Plus Fixed Fee 1 ☒ 14.5%[DL + R(DL) + OH(DL) + IHDC]
 Cost Plus Fixed Fee 2 ☐ 14.5%[DL + R(DL) + 1.4(DL) + IHDC]
 Cost Plus Fixed Fee 3 ☐ 14.5%[(2.3 + R)DL + IHDC]
 Specific Rate ☐
 Lump Sum ☐

Cost Estimate of Consultant's Services in Dollars

| Element of Work | Employee Classification | Man-Hours | Payroll Rate | Payroll Costs (DL) | Overhead* | Services by Others | In-House Direct Costs (IHDC) | Profit | Total |
|-----------------------------|-------------------------|------------|--------------|--------------------|--------------------|--------------------|------------------------------|-------------------|--------------------|
| Construction Engineering | | 470 | \$32.45 | \$15,251.50 | \$20,543.77 | | \$1,067.00 | \$5,345.03 | \$42,207.30 |
| Meetings | (See | 80 | \$35.34 | \$2,827.20 | \$3,808.24 | | \$214.50 | \$993.24 | \$7,843.18 |
| Design Coordination | Exhibit C) | 40 | \$45.91 | \$1,836.40 | \$2,473.63 | | | \$624.95 | \$4,934.99 |
| Project Closeout | | 61 | \$38.55 | \$2,351.55 | \$3,167.54 | | | \$800.27 | \$6,319.36 |
| Administration/Coordination | | 50 | \$37.81 | \$1,890.50 | \$2,546.50 | | \$194.00 | \$671.50 | \$5,302.50 |
| Construction Staking | | 70 | \$27.33 | \$1,913.10 | \$2,576.95 | | | \$651.06 | \$5,141.10 |
| Material Testing | | 6 | \$41.96 | \$251.76 | \$339.12 | \$5,500.00 | | \$85.68 | \$6,176.56 |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| Totals | | 777 | | \$26,322.01 | \$35,455.75 | \$5,500.00 | \$1,475.50 | \$9,171.72 | \$77,924.98 |

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: 10-04-0002

Description: Mundelein Bicycle Path connecting Noll, Hanrahan, Lions Field & Libertyville Twp

Ranking Computation

| | 2004 Award | 2006 Increase | 2008 Increase |
|-----------------------|--------------|---------------|---------------|
| Tons VOC eliminated | 0.4185 | 0.4185 | 0.4185 |
| Cost | \$ 422,220 | \$ 556,060 | \$ 935,260 |
| \$/Ton VOC eliminated | \$ 1,008,940 | \$ 1,328,764 | \$ 2,234,903 |
| Rank | 7 | 7 | 11 |

Project Expenses

| | Federal Share | Total | Fed % | Basis |
|-----------------|---------------|------------|-------|-----------------------|
| 2004 Award | \$ 337,776 | \$ 422,220 | 80.0% | Approved Project |
| 2006 Increase | \$ 444,848 | \$ 556,060 | 80.0% | Approved Increase |
| 2008 Increase | \$ 748,208 | \$ 935,260 | 80.0% | Letter from Mundelein |
| Increase Amount | \$ 303,360 | \$ 379,200 | | |

Note

| FY 2004 CMAQ Program | | | | | |
|----------------------------|--|--------------|--------------|---------------------|--------------|
| ID | Facility to be Improved | Total \$ | Fed \$ | \$/Ton Voc | Select |
| Bicycle Facility | | | | | |
| 1 BP02040897 | On-Street Bicycle Network | \$ 456,450 | \$ 365,160 | \$ 51,419 | \$ 365,160 |
| 2 BP01041166 | Millennium Park Access Route | \$ 200,000 | \$ 160,000 | \$ 255,846 | \$ 160,000 |
| 3 BP07040953 | Western Ave Bike Trail Addition | \$ 96,000 | \$ 76,800 | \$ 490,144 | \$ 76,800 |
| 4 BP06040940 | 86th Ave Multiuse Path | \$ 85,950 | \$ 68,760 | \$ 497,747 | \$ 68,760 |
| 5 BP13040882 | Salt Creek Greenway Trail | \$ 1,438,000 | \$ 1,000,000 | \$ 654,663 | |
| 6 BP08041036 | Eastern Corridor Bikeway | \$ 499,000 | \$ 399,000 | \$ 772,543 | \$ 399,000 |
| 7 BP10040820 | Bike Path Connecting Various Parks | \$ 422,220 | \$ 337,776 | \$ 1,008,940 | \$ 337,776 |
| Revised Rank - 2007 | | | | \$ 1,328,764 | |
| 8 BP07040947 | 203rd St Bikeway | \$ 131,500 | \$ 105,200 | \$ 1,446,702 | \$ 105,200 |
| 9 BP08040920 | Great Western Trail Bridges | \$ 2,063,000 | \$ 1,650,000 | \$ 1,501,586 | |
| 10 BP03040867 | Rodenburg Road Bikeway | \$ 365,800 | \$ 291,000 | \$ 1,842,263 | |
| 11 BP03040853 | IL 19/Irving Park Rd Bike Path | \$ 784,000 | \$ 627,200 | \$ 2,113,967 | |
| Revised Rank - 2008 | | | | \$ 2,234,903 | |
| 12 BP11040902 | Cary/Algonquin Rd Bikeway | \$ 426,000 | \$ 341,000 | \$ 2,663,566 | |
| 13 BP11040934 | Prairie Trail Extension - Stage 1 | \$ 1,145,000 | \$ 916,000 | \$ 2,798,236 | |
| 14 BP08041194 | IL 56/Butterfield Rd from Naperville Rd to IL 59 | \$ 900,000 | \$ 720,000 | \$ 2,831,599 | |
| 15 BP01041159 | Valley Line Bike Trail | \$ 1,185,000 | \$ 948,000 | \$ 3,311,552 | \$ 948,000 |
| 16 BP01041161 | 35th St Bicycle-Pedestrian Bridge | \$ 3,354,000 | \$ 2,683,200 | \$ 3,490,780 | \$ 1,700,000 |
| 17 BP01041162 | 41st St Bicycle-Pedestrian Bridge | \$ 3,333,000 | \$ 2,607,200 | \$ 3,907,411 | |
| 18 BP03040859 | Martingale Rd Bike Path | \$ 1,201,500 | \$ 961,160 | \$ 4,324,391 | |
| 19 BP10040990 | Cemetery Rd Bikepath | \$ 505,000 | \$ 404,000 | \$ 4,778,624 | |
| 20 BP12040943 | Homer Glen Community Bike Trail | \$ 777,600 | \$ 622,000 | \$ 4,893,811 | |
| 21 BP08040888 | IL 59 and IL 56/Butterfield Rd Bike Paths | \$ 825,000 | \$ 660,000 | \$ 5,021,324 | |
| 22 BP02040840 | Union Pacific RR ROW Bike Path | \$ 2,943,610 | \$ 2,354,888 | \$ 6,623,204 | |
| 23 BP06040873 | Bicycle Bridge under US 45/LaGrange Rd South of Park Place Mall | \$ 602,000 | \$ 482,000 | \$ 6,626,966 | |
| 24 BP08041111 | DuPage River Trail Bike Path-Segment 4 | \$ 795,000 | \$ 636,000 | \$ 6,647,632 | |
| 25 BP09041023 | Bikepath along Orchard from Jericho to US 30 | \$ 400,000 | \$ 320,000 | \$ 7,605,161 | |
| 26 BP11040998 | Bikepath along McConnell Rd and Washburn St | \$ 225,000 | \$ 180,000 | \$ 7,644,981 | |
| 27 BP11040973 | IL 31 Shared Use Facility from Main St to Cary Park District | \$ 318,000 | \$ 254,000 | \$ 7,942,871 | |
| 28 BP09040913 | Ruby Bikeway from Orchard Rd to Lincolnway | \$ 769,000 | \$ 615,200 | \$ 7,980,350 | |
| 29 BP07040809 | Environmental Trail from 187th St to Flossmoor Rd and Cicero to I-57 | \$ 651,700 | \$ 521,300 | \$ 8,532,214 | |
| 30 BP12040828 | Pfeiffer Rd South Bicycle Path | \$ 180,000 | \$ 144,000 | \$ 10,267,216 | |
| 31 BP10041024 | North Shore Bike Path Bridge | \$ 1,270,000 | \$ 1,016,000 | \$ 12,529,013 | |
| 32 BP09041027 | Bike/Ped Underpass at Randall Rd | \$ 900,000 | \$ 500,000 | \$ 16,059,329 | |
| 33 BP09041021 | Bike/Ped Bridge over Mill Creek at Fabyan Pkwy | \$ 375,000 | \$ 300,000 | \$ 19,257,302 | |
| 34 BP06040876 | Bicycle Bridge over US 45/LaGrange Rd North of 143rd St | \$ 1,642,000 | \$ 1,314,000 | \$ 35,728,924 | |



Village of Villa Park

20 South Ardmore Avenue, Villa Park, Illinois 60181-2696

DEPARTMENT OF PUBLIC WORKS

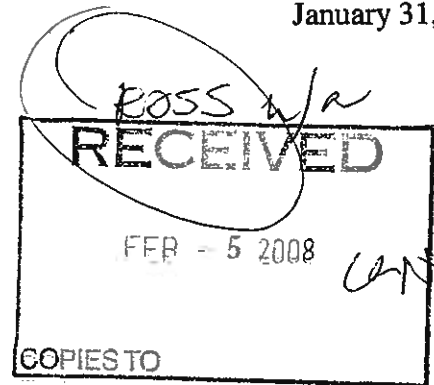
VYDAS JUSKELIS, P.E. • Public Works Director

Phone (630) 834-8505
Fax (630) 834-8509
TDD (630) 834-8589

January 31, 2008

Mr. Ross Patronsky
Chief of the CMAQ Program
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

PH: (312) 454-0400
Fax: (312) 454-0411



RE: CMAQ Project Funding Increase Request
Roosevelt Road Sidewalk, Ardmore to Michigan – Village of Villa Park
Section: 02-00077-00-SW, Project: CMF-0347 (015), Job No.: D-91-133-03

Dear Mr. Patronsky:

The Village of Villa Park is requesting additional funds to complete phases II and III of the above-referenced, approved CMAQ project. Phase I has already been completed with CMAQ funds. The current funding amount approved for the project is \$694,309 for engineering and construction. The project initially received CMAQ funding approval in FY 2002.

The volume and cost of land acquisition of both right-of-way and temporary easements necessary to construct the sidewalks to meet ADA requirements has increased significantly over previous estimates. Additional engineering services have also been deemed necessary to facilitate this additional land acquisition, as well as floodway documentation, which was not previously accounted for. Construction costs have also escalated since the preliminary cost estimate was last revised in January 2005.

The current, estimated cost for the proposed sidewalk project, including engineering, land acquisition and contingencies is \$877,000 (please see attached cost summaries.) The original project budget approved in 2002 was \$435,000, with a Federal share of \$348,000. The Village subsequently received additional funding in 2005 to bring the current, approved budget to \$694,309, with a Federal share of \$555,447.

The Village is now requesting additional funds in the amount of \$182,691, with an increase in the Federal share of \$146,153. The proposed schedule for letting is November 2008, subject to the successful closure of land acquisition for ten parcels.

As noted in our previous communication, numerous safety issues, including a pedestrian fatality, illustrate the need for sidewalk along this congested segment of Roosevelt Road. This project cannot proceed without this additional funding; we ask that you weigh these factors when considering our request.

Copies of original and revised cost documentation for this project are included for your reference. If you have any questions or would like additional information, please do not hesitate to contact me at (630) 834-8505. Your assistance in this matter is greatly appreciated.

Yours truly,



Vydas Juskelis, P.E.
Public Works Director

Enclosures

Pc: Bob Niemann, Village Manager
Rich Salerno, Assistant Village Engineer
Eric Dubrowski, Finance Director
Jamil Bou-Saab, Terra Engineering
File – ENG/PROJ/ROOS.SW
File – ENG/CORRESPONDENCE

ROOSEVELT ROAD SIDEWALK

Village of Villa Park

From Ardmore Av. To Michigan Av.

Priliminary COST ESTIMATE

Section: 02-00077-00-SW

ALTERNATIVE-1

Project N: CMF-0347(014)

Prepared On 12/17/04:, Revised: 01/07/2005

Job N: P-91-133-03

Terra Engineering

| ITEM NO. | PAY ITEM DESCRIPTION | QUAN TITY | UNIT S | UNIT PRICE | PARTIAL PRICE |
|----------|--------------------------------------|--------------|-----------|---------------|------------------|
| 20200100 | EARTH EXCAVATION | 440.00 | CY | \$20.00 | \$8,800.00 |
| 20201500 | SUB-BASE GRANULAR MATERIALS TYPE B | 460.00 | TONS | \$17.00 | \$7,820.00 |
| 25200100 | SODDING | 1280.00 | SY | \$6.00 | \$7,680.00 |
| 42400200 | P.C.C. SIDEWALK 5" | 3105.00 | LF | \$25.00 | \$77,625.00 |
| 42400400 | P.C.C. SIDEWALK 7" | 655.00 | LF | \$32.00 | \$20,960.00 |
| 44000300 | CURB REMOVAL | 300.00 | F | \$8.00 | \$2,400.00 |
| 56103000 | DUCTILE IRON WATER MAIN 6" | 50.00 | LF | \$60.00 | \$3,000.00 |
| 56400100 | FIRE HYDRANTS TO BE MOVED | 5.00 | EACH | \$3,000.00 | \$15,000.00 |
| 60605000 | COMBINATION C. CURB AND GUTTER, B 6- | 300.00 | LF | \$18.00 | \$5,400.00 |
| 70100450 | TRAFFIC CONTROL AND PROTECTION | 1.00 | LS | \$30,000.00 | \$30,000.00 |
| 84700100 | DETECTOR LOOP | 300.00 | LF | \$20.00 | \$6,000.00 |
| XX000970 | PARKWAY RESTORATION | 1.00 | LS | \$15,000.00 | \$15,000.00 |
| XX001244 | RETAINING WALLS | 290.00 | CY | \$650.00 | \$188,500.00 |
| XX002244 | PLANTINGS TO BE MOVED | 8.00 | EACH | \$300.00 | \$2,400.00 |
| XX002258 | STRUCTURES TO BE ADJUSTED | 10.00 | EACH | \$400.00 | \$4,000.00 |
| XX002261 | MAIL BOX TO BE MOVED | 2.00 | EACH | \$200.00 | \$400.00 |
| XX002294 | LAMP POST TO BE RELOCATED | 5 | EACH | \$1,000.00 | \$5,000.00 |
| Z0000990 | AGGREGATE FOR TEMPORARY ACCESS | 21.00 | TONS | \$500.00 | \$10,500.00 |
| Z0004500 | BETUMINOUS DRIVEWAY PAVEMENT 8" | 360.00 | SY | \$3.00 | \$1,080.00 |
| Z0062450 | SAWING PAVEMENT(FULL DEPTH) | 930.00 | LF | \$2.00 | \$1,860.00 |
| Z0062500 | SAWING P.C. CONCRETE DRIVEWAYS | 380.00 | LF | \$3.00 | \$1,140.00 |
| | REINFORCED SLAB OVER END SECTION | 25.00 | SF | \$75.00 | \$1,875.00 |
| | SIGNS TO BE MOVED | 8.00 | EACH | \$45.00 | \$360.00 |
| | POLE TO BE MOVED (WOOD) | 10.00 | EACH | \$3,500.00 | \$35,000.00 |
| | TRAFFIC POLE TO BE MOVED | 6.00 | EACH | \$1,000.00 | \$6,000.00 |
| | CONCRETE DRIVEWAY REMOVAL | 115.00 | SY | \$10.00 | \$1,150.00 |
| | CABLE PEDESTALS TO BE MOVED | 1.00 | EACH | \$1,000.00 | \$1,000.00 |
| | SPRINKLER HEAD TO BE RELOCATED | 30.00 | EACH | \$100.00 | \$3,000.00 |
| | GUARD RAIL | 370.00 | LF | \$35.00 | \$12,950.00 |
| | PROJECTOR TO BE RELOCATED | 2.00 | EACH | \$250.00 | \$500.00 |
| | PRIVATE DEALER SIGN TO BE | 2.00 | EACH | \$6,000.00 | \$12,000.00 |
| | POLE WITH MAST ARM TO BE RELOCATED | 1.00 | EACH | \$3,300.00 | \$3,300.00 |
| | LAND ACQUISITION | 1.00 | LS | \$55,000.00 | \$55,000.00 |
| | TOTAL CONSTRUCTION COST | | | | \$546,700.00 |
| | Engineering Phase II (8%) | | | | \$43,736.00 |
| | Engineering Phase III (9%) | | | | \$49,203.00 |
| | Contingency (10%) | | | | \$54,670.00 |
| | TOTAL ESTIMATED COST | | | | \$694,309.00 |

ROOSEVELT ROAD SIDEWALK PROJECT

SUMMARY OF PROJECT COSTS

| PROJECT COMPONENT | ESTIMATED COST |
|---|--------------------------|
| LAND ACQUISITION | |
| RIGHT-OF-WAY | \$ 48,900.00 |
| DAMAGE TO REMAINDER ALLOWANCE | \$ 12,000.00 |
| TEMPORARY EASEMENT FOR DRIVEWAY CONSTRUCTION | \$ 21,940.00 |
| DAMAGE TO REMAINDER ALLOWANCE | \$ 4,500.00 |
| TEMPORARY EASEMENT FOR GRADE SLOPE CONSTRUCTION | \$ 17,400.00 |
| TEMPORARY EASEMENT FOR CONSTRUCTION ACCESS | \$ 13,360.00 |
| SUB-TOTAL | \$ 118,100.00 |
| CONTINGENCY (10%) | \$ 11,810.00 |
| TOTAL LAND ACQUISITION COSTS | \$ 129,910.00 |
| ENGINEERING | |
| PHASE I (PLANNING) | \$ 27,068.15 |
| PHASE II (DESIGN) | |
| ORIGINAL ENGINEERING CONTRACT | \$ 66,670.87 |
| ADDITIONAL ENGINEERING | \$ 19,520.00 |
| LAND ACQUISITION ADMINISTRATIVE COSTS | \$ 57,200.00 |
| PHASE III (CONSTRUCTION) - 10% | \$ 52,400.00 |
| TOTAL ENGINEERING COSTS | \$ 222,859.02 |
| CONSTRUCTION | |
| CONSTRUCTION | \$ 524,003.00 |
| TOTAL CONSTRUCTION COSTS | \$ 524,003.00 |
| SUMMARY | |
| TOTAL LAND ACQUISITION COSTS | \$ 129,910.00 |
| TOTAL ENGINEERING COSTS | \$ 222,859.02 |
| TOTAL CONSTRUCTION COSTS | \$ 524,003.00 |
| TOTAL PROJECT COST | \$ 876,772.02 |
| TOTAL ROUNDED PROJECT COST | \$ 877,000.00 |

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: 08-02-0008

Description: Roosevelt Road Sidewalk From Ardmore to Michigan

Ranking Computation

| | 2002 Approved | 2005 Request | 2008 Request |
|-----------------------|---------------|--------------|--------------|
| Tons VOC eliminated | 0.4852 | 0.4852 | 0.4852 |
| Cost | \$ 435,000 | \$ 694,309 | \$ 877,000 |
| \$/Ton VOC eliminated | \$ 896,535 | \$ 1,430,970 | \$ 1,807,496 |
| Rank | 7 | 10 | 11 |

Project Expenses

| | Federal Share | Total | Federal % | Basis |
|-----------------|---------------|------------|-----------|---------------------|
| 2002 Approved | \$ 348,000 | \$ 435,000 | 80.0% | Approved Projects |
| 2005 Request | \$ 555,447 | \$ 694,309 | 80.0% | Letter from Sponsor |
| 2008 Request | \$ 701,600 | \$ 877,000 | 80.0% | Letter from Sponsor |
| Increase Amount | \$ 146,153 | \$ 182,691 | | |

FY 2002 CMAQ Program

| | ID | Facility to be Improved | Total \$ | Fed \$ | \$/Ton Voc | Select |
|----|---|--|------------------|------------------|--------------------|-----------|
| | Pedestrian Facilities | | | | | |
| 1 | BP0357 | Palatine-US14/Northwest Highway Transit Access Sidewalk | \$200,000 | \$180,000 | \$97,281 | \$180,000 |
| 2 | BP0868 | Villa Park-South Villa Avenue Sidewalks From Madison Street to IL38/Roosevelt Road | \$308,000 | \$246,000 | \$225,077 | \$246,000 |
| 3 | BP0416 | Northlake-Belle Drive Sidewalks Form Alvin to Hillside Avenue | \$340,000 | \$272,000 | \$248,742 | \$272,000 |
| 4 | BP0356 | Palatine-Harper College Sidewalks | \$135,000 | \$108,000 | \$260,801 | \$108,000 |
| 5 | BP0615 | Justice-Archer Road Sidewalk From Cork Drive to 71st Street | \$385,000 | \$308,000 | \$268,490 | \$308,000 |
| 6 | BP0359 | Hoffman Estates-IL62/Algonquin Road and Ela Road Sidewalks | \$75,000 | \$60,000 | \$376,106 | \$60,000 |
| 7 | BP0856 | Villa Park-Roosevelt Road Sidewalk From Ardmore Avenue to Michigan Avenue | \$435,000 | \$348,000 | \$896,535 | \$348,000 |
| 8 | BP0846 | Oakbrook Terrace-22nd Street Sidewalk From IL83 to IL56 | \$426,000 | \$341,000 | \$955,031 | \$0 |
| 9 | BP0867 | Lisle-US34/Ogden Avenue Sidewalk From Radcliff Road to Ivanhoe Avenue | \$807,000 | \$646,000 | \$1,030,854 | \$0 |
| 10 | BP0343 | Hanover Park-US20/Lake Street Underpass | \$1,700,000 | \$1,200,000 | \$1,061,019 | \$0 |
| 11 | BP0748 | East Hazel Crest-171st Street Sidewalk From Wood Street to Ashland Avenue | \$508,000 | \$352,000 | \$1,315,600 | \$352,000 |
| | Project after first cost increase | | \$694,309 | \$555,447 | \$1,430,970 | |
| 12 | BP1121 | Woodstock-Kishwaukee Valley Road/Jackson Street Sidewalks | \$285,000 | \$200,000 | \$1,749,021 | \$0 |
| | Project after second cost increase | | \$877,000 | \$701,600 | \$1,807,496 | |
| 13 | BP1122 | Algonquin Township-Algonquin Township Sidewalks | \$750,000 | \$600,000 | \$3,041,538 | \$600,000 |
| 14 | BP1117 | Greenwood-Greenwood Road Sidewalks From Greenwood Elementary School to West Wonder Lake Road | \$133,000 | \$106,000 | \$95,860,246 | \$0 |

Notes:

Hanover Park project funded in 2001; project later withdrawn.

Oakbrook Terrace project funded in FY 2007

Lisle and Woodstock projects not funded in subsequent years

East Hazel Crest project subject to cost increase in 2003. Revised cost/ton VOC eliminated is \$1,589,968.



Village of Villa Park

20 South Ardmore Avenue, Villa Park, Illinois 60181-2696

DEPARTMENT OF PUBLIC WORKS

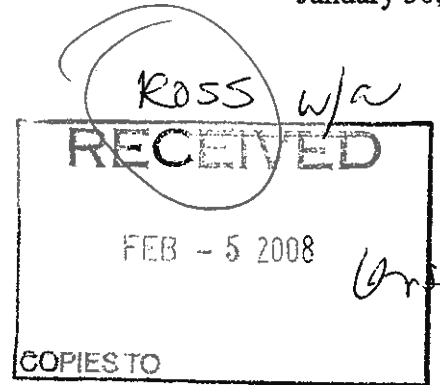
MYDAS JUSKELIS, P.E. • Public Works Director

Phone (630) 834-8505
Fax (630) 834-8509
TDD (630) 834-8589

January 30, 2008

Mr. Ross Patronskey
Chief of the CMAQ Program
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

PH: (312) 454-0400
Fax: (312) 454-0411



RE: CMAQ Project Funding Increase Request
South Villa Avenue Sidewalk from Wildwood Ave to Park Blvd
TIP ID 08-06-0004; CMAQ Application No.: BP08062572

Dear Mr. Patronskey:

The Village of Villa Park is requesting additional funding to complete Phase I Engineering, Phase II Engineering, Right of Way Acquisition, Construction, and Phase III Construction Engineering as a part of the referenced, approved CMAQ project.

The Village and its engineering consultants have been working in coordination with the Illinois Department of Transportation on this project. Surveying, preliminary design and Phase I Engineering have been completed; Phase II Engineering is well underway. During design, it was determined that a considerable amount of additional sidewalk needed to be replaced than was originally thought. These additional quantities were not anticipated in the original grant application. The revised estimate also includes minor cost increases for the other components of the project to account for price increases which have occurred in the three years since the original application.

The revised, estimated total cost for the proposed CMAQ portion of the project including engineering, land acquisition and contingencies is \$382,000 (please see enclosed revised cost estimate). The 2006 approved budget was \$219,000, with a Federal share of \$175,000. The Village is requesting to increase the project budget by \$163,000. The original proposed schedule for letting is June of 2005. However the likelihood of needed land acquisition would delay the proposed letting date.

Copies of our original and revised cost estimates for this project are included for your reference. Copies of the original CMAQ application and the letter of approval from the Chicago Metropolitan Agency for Planning (then the Chicago Area Transportation Study) are also included. If you have any questions or would like additional information, please do not hesitate to contact me at (630) 834-8505. Your assistance in this matter is greatly appreciated.

Yours truly,

A handwritten signature in black ink, reading "Vydas Juskelis". The signature is written in a cursive, flowing style.

Vydas Juskelis, P.E.
Public Works Director

Enclosures

Pc: Bob Niemann, Village Manager
Rich Salerno, Assistant Village Engineer
Eric Dubrowski, Finance Director
Jeff Gallagher, Stanley Consultants
File – ENG/PROJ/VILLA.S.09
File – ENG/CORRESPONDENCE

DETAILED ESTIMATE OF CONSTRUCTION COSTS

REVISED 01/30/2008

| ITEM | DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | TOTAL |
|---|-------------------------------|-------|----------|-------------|---------------------|
| 1 | P.C. CONCRETE SIDEWALK 5 INCH | SQ FT | 26,008 | \$5.90 | \$153,447.20 |
| 2 | SIDEWALK REMOVAL | SQ FT | 12,450 | \$2.12 | \$26,394.00 |
| 3 | LANDSCAPING | L SUM | 1 | \$13,200.00 | \$13,200.00 |
| 4 | PARK BENCHES | EACH | 5 | \$1,815.00 | \$9,075.00 |
| 5 | BIKE RACK | EACH | 6 | \$473.00 | \$2,838.00 |
| 6 | BIKE LOCKERS | EACH | 5 | \$1,155.00 | \$5,775.00 |
| 7 | TRAIL REMOVAL | SQ YD | 383 | \$6.60 | \$2,527.80 |
| 8 | TEMPORARY FENCE | FOOT | 2,000 | \$5.06 | \$10,120.00 |
| 9 | WAY FINDING ELEMENTS | EACH | 4 | \$5,500.00 | \$22,000.00 |
| 11 | BIKE TRAIL | SQ YD | 1,160 | \$11.55 | \$13,398.00 |
| 12 | TEMPORARY SIDEWALK | SQ FT | 11,000 | \$1.29 | \$14,190.00 |
| 13 | UNIT DUCT | FT | 0 | \$5.50 | \$0.00 |
| 14 | POLE, MAST ARM, GROUND ROD | EACH | 0 | \$1,800.00 | \$0.00 |
| 15 | LUMINAIRES HPS, 150W, 240V | EACH | 0 | \$700.00 | \$0.00 |
| 16 | FOUNDATION, 24" DIA. | EACH | 0 | \$150.00 | \$0.00 |
| 17 | HANDHOLE, 30" | EACH | 0 | \$1,500.00 | \$0.00 |
| 18 | CONTROLLER W/BASE | EACH | 0 | \$9,000.00 | \$0.00 |
| | SUB TOTAL | | | | \$272,965.00 |
| | CONTINGENCY (10%) | | | | \$27,296.50 |
| | TOTAL | | | | \$300,261.50 |
| 19 | PRELIMINARY ENGINEERING | 6% | | | \$18,015.69 |
| 20 | DESIGN ENGINEERING | 9% | | | \$27,023.54 |
| 21 | CONSTRUCTION ENGINEERING | 10% | | | \$30,026.15 |
| 22 | LAND ACQUISITION | 2% | | | \$6,005.23 |
| | TOTAL ENGINEERING | | | | \$81,070.61 |
| TOTAL COST OF CONSTRUCTION ITEMS | | | | | \$381,332.11 |

ESTIMATES MUST BE BASED UPON QUANTITIES AND UNIT COSTS WHENEVER POSSIBLE.

LUMP SUM AMOUNTS ARE NOT ACCEPTABLE.

DETAILED ESTIMATE OF CONSTRUCTION COSTS

| ITEM | DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | TOTAL |
|---|-----------------------------------|--------|----------|-------------|---------------------|
| 1 | 4" SIDEWALK REMOVAL & REPLACEMENT | SQ.FT. | 11,550 | \$4.50 | \$51,975.00 |
| 2 | 6" SIDEWALK REMOVAL & REPLACEMENT | SQ.FT. | 3,850 | \$5.25 | \$20,212.50 |
| 3 | LANDSCAPING | L.S. | 1 | \$12,000.00 | \$12,000.00 |
| 4 | PARK BENCHES | EACH | 5 | \$1,650.00 | \$8,250.00 |
| 5 | BIKE RACK | EASH | 6 | \$430.00 | \$2,580.00 |
| 6 | BIKE LOCKERS | EACH | 5 | \$1,050.00 | \$5,250.00 |
| 7 | TRAIL REMOVAL | SQ.YD. | 383 | \$6.00 | \$2,298.00 |
| 8 | TEMPORARY FENCE | FT | 2,000 | \$4.60 | \$9,200.00 |
| 9 | WAY FINDING ELEMANTS | EACH | 4 | \$5,000.00 | \$20,000.00 |
| 11 | BIKE TRAIL | SQ.YD. | 1,160 | \$10.50 | \$12,180.00 |
| 12 | TEMPORARY SIDEWALK | SQ.FT. | 11,000 | \$1.17 | \$12,870.00 |
| 13 | UNIT DUCT | FT | 0 | \$5.50 | \$0.00 |
| 14 | POLE, MAST ARM, GROUND ROD | EACH | 0 | \$1,800.00 | \$0.00 |
| 15 | LUMINARIES HPS, 150W, 240V | EACH | 0 | \$700.00 | \$0.00 |
| 16 | FOUNDATION, 24" DIA | EACH | 0 | \$150.00 | \$0.00 |
| 17 | HANDHOLE, 30" | EACH | 0 | \$1,500.00 | \$0.00 |
| 18 | CONTROLLER W/BASE | EACH | 0 | \$9,000.00 | \$0.00 |
| | SUB TOTAL | | | | \$156,815.50 |
| | CONTINGENCY (10%) | | | | \$15,681.55 |
| | TOTAL | | | | \$172,497.05 |
| 19 | PRELIMINARY ENGINEERING | 6% | | | \$10,349.82 |
| 20 | DESIGN ENGINEERING | 9% | | | \$15,524.73 |
| 21 | CONSTRUCTION ENGINEERING | 10% | | | \$17,249.71 |
| 22 | LAND ACQUISITION | 2% | | | \$3,449.94 |
| | TOTAL ENGINEERING | | | | \$46,574.20 |
| TOTAL COST OF CONSTRUCTION ITEMS | | | | | \$219,071.25 |

ESTIMATES MUST BE BASED UPON QUANTITIES AND UNIT COSTS WHENEVER POSSIBLE.
LUMP SUM AMOUNTS ARE NOT ACCEPTABLE.

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: 08-06-0004

Description: South Villa Ave Sidewalk from Wildwood Ave to Park Blv

Ranking Computation

| | 2006 Approved | 2008 Request |
|-----------------------|---------------|--------------|
| Tons VOC eliminated | 0.5635 | 0.5635 |
| Cost | \$ 219,000 | \$ 382,000 |
| \$/Ton VOC eliminated | \$ 388,661 | \$ 677,938 |
| Rank | 4 | 9 |

Project Expenses

| | Federal Share | Total | Federal % | Basis |
|-----------------|---------------|------------|-----------|---------------------|
| 2006 Approved | \$ 175,000 | \$ 219,000 | 79.9% | Approved Projects |
| 2008 Request | \$ 305,600 | \$ 382,000 | 80.0% | Letter from Sponsor |
| Increase Amount | \$ 130,600 | \$ 163,000 | | |

FY 2006 CMAQ Program

| ID | Facility to be Improved | Total \$ | Fed \$ | \$/Ton Voc | Select |
|--|---|------------------|------------------|------------------|------------------|
| Pedestrian Facilities | | | | | |
| 1 BP01062605 | CDOT-Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail | \$965,000 | \$772,000 | \$9,783 | \$772,000 |
| 2 BP08062592 | Westmont-Miscellaneous Sidewalks | \$386,016 | \$308,813 | \$156,797 | |
| 3 BP05062607 | Brookfield-Pedestrian Bridge over Salt Creek | \$220,000 | \$176,000 | \$222,643 | \$176,000 |
| 4 BP08062572 | Villa Park-South Villa Ave Sidewalk from Wildwood Ave to Park Blv | \$219,000 | \$175,000 | \$388,661 | \$175,000 |
| 5 BP10062589 | Deerfield-Deerfield Rd Sidewalk | \$240,790 | \$192,632 | \$508,111 | \$192,632 |
| 6 BP07062599 | Country Club Hills-Monarch Pedestrian Path | \$120,000 | \$96,000 | \$532,353 | \$96,000 |
| Project ranking with revised cost | | \$382,000 | \$305,600 | \$677,938 | |
| 7 BP03062608 | Des Plaines-Golf Rd Sidewalk from Des Plaines River Rd to Third Ave | \$197,000 | \$158,000 | \$709,630 | \$158,000 |
| 8 BP04062600 | Northlake-City of Northlake Sidewalks - Citywide | \$420,500 | \$336,400 | \$950,136 | \$336,400 |
| 9 BP02062594 | Northfield-Happ Rd Sidewalks from Willow Rd to Village Limit | \$154,704 | \$123,763 | \$1,485,552 | \$123,763 |
| 10 BP07062604 | Country Club Hills-Environmental Trail | \$206,600 | \$165,300 | \$4,578,698 | |
| 11 BP04062595 | Schiller Park-Crystal Creek Ped Bridge and Sidewalk Improvements | \$171,500 | \$137,200 | \$4,733,736 | \$137,200 |
| 12 BP08062606 | Wheaton Park District-Union Pacific Pedestrian Overpass | \$538,311 | \$430,649 | \$7,217,172 | \$430,649 |
| 13 BP10062597 | Lincolnshire-Half Day Rd Pedestrian Path | \$394,000 | \$315,000 | \$8,282,066 | |
| 14 BP06062588 | Palos Heights-135th St Sidewalk Extension | \$79,000 | \$63,200 | \$11,447,448 | |



Village of Clarendon Hills

1 NORTH PROSPECT AVENUE CLARENDON HILLS, ILLINOIS 60514-1292
TEL (630) 323-3500 FAX (630) 323-3512
E-MAIL: admin@clarendonhills.us

January 14, 2008

Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196

Attention: Ms. Diane O'Keefe, Regional Engineer

Subject: Chicago Avenue
Jurisdictional Transfer
(CBBEL Project No. 074-00H48)

Dear Ms. O'Keefe:

Over the past several years the Illinois Department of Transportation has partnered with the Villages of Clarendon Hills and Westmont to reconstruct Chicago Avenue. The project, sponsored and financed by IDOT resulted in the jurisdiction transfer of Chicago Avenue to the appropriate local agency, Westmont or Clarendon Hills. While financed by IDOT, certain portions of the project, sidewalk, watermain, etc. are the financial responsibility of the local agencies involved.

In an effort to ease their monetary responsibilities to the project the Village of Clarendon Hills requested and received a CMAQ grant in the amount of \$41,600 Federal Dollars to pay for new sidewalk to complete gaps in the existing pedestrians system along Chicago Avenue. When IDOT developed a funding package for the project it did not include Federal participation outside of the small CMAQ grant held by the Village. While the Village would have preferred to use this grant directly to pay its responsibility for sidewalk both the Village and IDOT agreed prior to construction that it would be cost effective for both parties not include the CMAQ dollars in the project.

The Village has discussed the disposition of this grant with the staff at the Chicago Metropolitan Agency for Planning, the grant administration. Two alternatives were offered to the Village as options to pursue the use of the CMAQ grant.

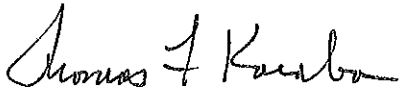
1. Choose an alternate location for sidewalk construction. This site would be evaluated by CMAPs for eligibility.
2. Request from IDOT an IDOT sponsored CMAQ project that is underfunded that the Clarendon Hills Federal funds, \$41,600.00, could be transferred to if the Village and IDOT concurred in the transfer.

The Village sidewalk network does not lend itself to option 1 as the size of the grant does not lend itself to the completion of a capital sidewalk project that could be included in the Villages long range goals. In continuation of the cooperative effort put forth by Clarendon Hills and IDOT in this projects implementation I would offer the following proposal for your consideration.

IDOT staff would provide an IDOT sponsored CMAQ project with a funding shortfall equal to or in excess of the \$41.6K Federal dollars that are earmarked for Clarendon Hills Chicago Avenue sidewalk. Clarendon Hills would provide this information to CMAPS with a request to transfer its grant to the IDOT project. Upon approval of the transfer IDOT would modify the existing joint agreement between IDOT and Clarendon Hills for the cost sharing for Chicago Avenue to reflect a reduction of \$41.6K in the amount of Clarendon Hills financial responsibility for the project.

While IDOT's gross responsibilities would not change for the projects involved the Clarendon Hills CMAQ grant would not be forfeited saving the Village the expenditure of the grant amount.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas F. Karaba". The signature is fluid and cursive, with the first name "Thomas" and last name "Karaba" clearly distinguishable.

Thomas F. Karaba
Village President

Cc: Village Manager
Director of Public Works
Village Engineer
Finance Director

Proposed Scope of Work

Post-Implementation Evaluation Of Emissions Benefits Of CMAQ Projects

Submitted by

Dr. Piyushimita Thakuriah (Vonu), P.I.

Urban Transportation Center
College of Urban Planning and Public Affairs
University of Illinois at Chicago (M/C 357)
412 South Peoria Street, Suite 340
Chicago, IL 60607
Phone (312) 996-4820
Fax (312) 413-0006

Feb. 5, 2008

1.0 INTRODUCTION

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is a federally funded program of surface transportation improvements designed to improve air quality and mitigate congestion. The CMAQ Program was created in 1991 as part of the Intermodal Surface Transportation Efficiency Act (ISTEA), and continued in subsequent federal authorizations. In northeastern Illinois in an annual cycle, the Illinois Department of Transportation (IDOT) administers the CMAQ program upon prior funding approval from the MPO policy committee. A wide range of types of projects receive CMAQ funding, including transit improvements, shared ride services, traffic flow improvements, demand management, bicycle and pedestrian projects, alternative fuels, inspection & maintenance programs, freight services, experimental pilots, diesel retrofits and anti-idling facilities.

However, methods for measuring the effects of many CMAQ-funded projects on emissions and air quality are limited at present, and few evaluations have been conducted following the completion of CMAQ projects to determine whether modeled estimates have been realized.

1.1 Summary of Proposed Study Approaches

This proposed study will result in the quantification of the actual travel behavior impacts, speed changes, and emissions impacts of CMAQ projects in northeastern Illinois as the immediate outcome of the study and the development and implementation of a methodology to evaluate such impacts in the future. CMAQ projects under consideration for this study can be divided among four categories: bicycle facilities, pedestrian facilities, signal interconnect, and intersection improvement. Following is a summary of the proposed methods.

- From the comprehensive listing of all CMAQ sponsored projects, the proposed study will sample one or two projects from each of the four categories.
- The quantification of the behavioral impacts of bike and pedestrian facility projects will be obtained through survey methodology. A survey will be administered to about 300 respondents in an intercept interview format, which will focus on participants' travel behavior before and after the funded project. From this, we will determine the actual behavioral impacts of each project funded by CMAQ dollars.
- For the signal interconnect and intersection improvement projects, the study will utilize a combination of ground observations (e.g., detector data, if available from IDOT) and a traffic micro-simulation model to attempt to estimate speed changes and consequent emissions impacts of the selected projects.

1.2 Summary of Deliverables

Deliverables will consist of a final report documenting the data collection activities and analysis that will be submitted for review, as well as a complete dataset for subsequent analysis by CMAP staff as well as UIC faculty and staff. The final report will include descriptions of survey instruments and sampling methods, and an analysis and summary of actual travel and emissions impacts. Final presentation(s) will be made to CMAP committees, including, but not limited to the CMAQ Project Selection Committee, Transportation Committee, and Programming Coordinating Committee.

Table 1: Deliverables and description

| Deliverables | Description |
|--|---|
| Research Plan | Details of project selection for evaluation. Description of field data intercept survey design and sampling plan for bike/ped projects and coding, calibration and validation of traffic microsimulation for signal interconnect and intersection improvement project. Timeline and all other deliverables. |
| Methodological Report | Documentation of the field work on intercept survey data collection for evaluating bike-ped projects and detector data collection and population/validation of the traffic microsimulation model for evaluating signal interconnect and intersection improvement projects. Report will also include details of actual field work schedules, response rates and revisions to the research plan taken in the field. |
| Clean, reduce and deliver data to CMAP staff | Deliver field data from interviews and ground counts to CMAP. |
| Final Report with Results | Report summarizing and analyzing the actual impacts on travel behavior of each type of project. |
| Final Presentations | Present results to CMAP staff . |

2.0 PROPOSED SCOPE OF SERVICES

TASK 1: DEVELOP RESEARCH PLAN AND COLLECT FIELD DATA

Task I will utilize strategies to sample projects from the four different CMAQ projects under consideration, provide CMAP with a detailed evaluation plan and, upon receipt of approval, proceed to implement the evaluation design.

TASK 1A: *Design intercept surveys and analysis method for bicycle and pedestrian projects to be evaluated:* An evaluation of the travel behavior impacts of CMAQ-funded bike and pedestrian facility projects will involve two major components: firstly, selection of a representative sample of CMAQ funded bike and pedestrian projects and secondly, development of an intercept survey to quantify travel behavior impacts of the selected projects.

As a result of the first planning activity, a sample of up to six CMAQ bicycle and pedestrian facility projects will be selected for evaluation. The project selection criteria will be developed jointly with CMAP staff and after the completion of a literature review.

A sample of about 300 Chicago-area residents will participate in intercept interviews, wherein they will be queried about their actual travel behavior changes due to the selected CMAQ projects. We expect to obtain estimates of trips that were diverted from other modes due to the facilities or new trips generated as a result of the bike and pedestrian facilities.

Task I.B: *Design detector data collection and operationalization of a traffic microsimulation model for the purpose of evaluating signal interconnect and intersection improvement CMAQ projects:*

With assistance from IDOT in supplying detector data, we will determine the level of effort that will be required to operationalize a traffic simulation models (CORSIM and/or VISSIM) to estimate speed changes of selected signal interconnect and intersection improvement projects.

TASK I.C: *Develop a timeline for field work, modeling, data analysis, report and final presentations.* Upon completion of the previous tasks, we will develop a realistic timeline for subsequent activities (field work, data analysis, report and final presentations) that will take account the complexity of the tasks in view of the budgetary constraints.

Task I.D: *Submit Research Plan to CMAP:* The research plan will be submitted to CMAP for comments. Any potential revisions will be incorporated into the final plan before fieldwork activities begin.

Task I.E: *Implement fieldwork portion of the plan:* Upon acceptance of the research plan by CMAP, implement fieldwork portion of the plan according to the established timeline. Once accepted by the study Technical Review Panel, the research plan developed in previous tasks will serve as the ‘blueprint’ for fieldwork activities according to the established timeline. SRL will have the primary responsibility for this part of the study.

SRL will facilitate a total of about 300 intercept interviews. Participants aged 18 and older will be interviewed on location in the field within the City of Chicago. Based on discussions with CMAP, this sample may be stratified by one or more variables such as geographic area or respondent race/ethnicity. SRL will administer a short screener to identify potential participants. As mentioned earlier, the content of the structured interview and guide will be constructed by UTC in collaboration with SRL and CMAP. Responses will be recorded by the interviewer on paper forms, which will be entered into a machine-readable data file.

Deliverables: A Research Plan of proposed scope of services and final dataset for analysis by CMAP staff and UIC faculty and graduate research assistants.

Task I.E: *Implement detector data and traffic microsimulation model*

With assistance from IDOT, we will collect detector data on volumes and occupancies from control detectors on arterials where the intersection improvement and signal interconnect projects were implemented. Speed data will also be measured at these intersections. The ground observation data will be divided into two subsets. The detector data will be used as input into a traffic microsimulation model (either CORSIM and/or VISSIM) to estimate speed changes of selected signal interconnect and intersection improvement projects. The observed data will be used to calibrate and validate the simulation runs. From the microsimulation model output, we will be able to quantify intersection measures (e.g., speed change, delay, idling) due to intersection improvements and signal interconnect projects.

TASK II: DATA ANALYSIS AND REPORTS

Task II.A: *Provide a Methodological Report:* A methodological report documenting the field work on intercept survey data collection for evaluating bike-ped projects and detector data

collection and population of the traffic microsimulation model for evaluating signal interconnect and intersection improvement projects will be developed. The report will include details of actual field work schedules, response rates, revisions to the research plan taken in the field, and any other information necessary to assess the quality of the data collected will be provided to CMAP. The report will clearly describe activities undertaken during the pretest and actual survey period.¹ All details of the microsimulation design will also be included.

Task II (A.i): *Data Entry and Reduction:* Enter and analyze data; provide a dataset that can be used by CMAP staff for subsequent analyses. SRL's Data Reduction Section will be responsible for coding and cleaning all interview data. Using *CASES* software developed at the University of California, Berkeley, data entry programs (with range and inter-item consistency checks) are prepared for all studies. After the data collection period, staff members produce and run cleaning programs on closed-ended variables and produce composite variables as necessary. They also produce standardized documentation and SAS or SPSS program setups to facilitate analysis.

In order to construct a rectangular output file for analysis, the *CASES* system produces a code book from the questionnaire text file that specifies all questions to be included in the data set, their valid answer categories, their relative positions within the data set, and the logic underlying skipping or branching from question to question. Responses to closed-ended (precoded) questions are transferred directly from the verbatim interview file to their designated positions in the rectangular data set, in correspondence to the branching logic of the questionnaire. Commented answers (i.e., responses to closed-ended questions that the respondent has qualified by including a comment) are flagged and reviewed for possible recoding before being transferred to the rectangular data set. Where there are open-ended questions to be coded (including "other-specify" answers), responses will be transferred from the interview verbatim file to interim coding files.

SRL performs a differential back-up of all modified data files nightly and a full system back-up weekly. Back-ups are stored off-site in a secure location in another University department. Thus, all project-related data files will be protected from accidental loss throughout the course of the study.

Task II (A.ii): *Deliver Data to CMAP Staff:* The interview data and microsimulation codes will be delivered along with relevant documentation, to CMAP staff for further analysis.

Task II (A.iii): *Data Analysis:* In this task, we will analyze the data collected using various statistical methods, such as discrete choice and other statistical models and other knowledge discovery technologies, to find novel impacts. We will provide CMAP with a copy of the data set and documentation for subsequent analysis. The results of traffic microsimulation modeling will also be included at this stage.

Task II.B: *Final Report and Presentations:* Complete a report summarizing and analyzing the actual impacts on travel behavior of each type of project. Prepare a presentation of the report for use before CMAP committees.

¹ A methodological report is prepared subsequent to all SRL data collection activities. Copies of prior methodological reports are available upon request to SRL.

Scope of Work

Post-Implementation Evaluation of Emissions Benefits of CMAQ Projects

All data analysis activities will be fully documented in a final report. The travel impacts on travel behavior of each type of project analyzed in the study will be clearly discussed and summarized. Upon acceptance of the final report by CMAP, a presentation will be prepared to showcase the findings from the study to CMAP committees.

Deliverables: (a) A methodological report documenting the data collection and traffic microsimulation activities. (b) Report analyzing and summarizing actual travel impacts and traffic impacts; and (c) Final presentation(s) to CMAP committees, including, but not limited to the CMAQ Project Selection Committee, Transportation Committee, and Programming Coordinating Committee.

3.0 BUDGET

The budget is given in the next page. The project, with a start date of 02/15/08, will cost \$122,304.00.

Scope of Work

Post-Implementation Evaluation of Emissions Benefits of CMAQ Projects

Proposed Budget

Project Name

Project Period

Principal Investigator

Sponsor

Post-Implementation Eval. Of Emissions Benefits of CMAQ Projects

03/01/08 to 12/31/08

Piyushimita (Vonu) Thakuriah

CMAQ

| Description | % | Monthly Rate | No of Months | Sponsor Cost | Match | Project Budget |
|--|-------------|--------------|--------------|----------------|----------|----------------|
| Personnel | | | | | | |
| Faculty/Acad. Prof. Salaries | | | | | | |
| Thakuriah, P.(summer) | | 8,843.00 | 0.5 | 4,422 | | 4,422 |
| Lin, J. (summer) | | 8,600.00 | 0.5 | 4,300 | | 4,300 |
| Metaxatos, P. | | 6,500.00 | 0.82 | 5,330 | | 5,330 |
| | | | | 0 | | 0 |
| | | | | | | |
| | | | | | | |
| | | | | 0 | | 0 |
| Course Buyout | | | | 0 | | 0 |
| Total Faculty/Acad. Prof. Salaries | | | | 14,052 | 0 | 14,052 |
| Fringes Faculty/Acad. Prof. Salaries | | 0.3419 | | 4,804 | 0 | 4,804 |
| Other Faculty/Acad. Prof | | | | | | |
| | | | | 0 | | 0 |
| | | | | 0 | | 0 |
| | | | | 0 | | 0 |
| Fringes Other Faculty/Acad. Prof. Salaries | | | | - | 0 | - |
| Research Assistant Salary | | | | | | |
| RA #1 (no tuition remission charged) | 50% | 1,900.00 | 3 | 5,700 | | 5,700 |
| RA #1 fall | 50% | 1,900.00 | 4.5 | 8,550 | | 8,550 |
| | | | | 0 | | 0 |
| | | | | 0 | | 0 |
| | | | | 0 | | 0 |
| | | | | 0 | | 0 |
| | | | | 14,250 | 0 | 14,250 |
| Tuition Remission (charged on fall appt.) | | 0.42 | | 3,591 | 0 | 3,591 |
| Fringes Research Assistant | | 0.0233 | | 332 | 0 | 332 |
| Sub Total - Personnel | | | | | | |
| Total Salary | | | | 28,302 | | 28,302 |
| Total Fringes | | | | 5,136 | | 5,136 |
| Tuition Remission | | | | 3,591 | | 3,591 |
| Total Personnel | | | | 37,029 | 0 | 37,029 |
| Non Personnel | | | | | | |
| Travel | | | | 400 | | 400 |
| Conferences/Meetings/Workshops | | | | 1,000 | | 1,000 |
| Other General Services | | | | | | 0 |
| Postage/Mailing | | | | | | 0 |
| Publications/Printing | | | | | | 0 |
| Supplies/Materials | | | | 330 | | 330 |
| Subgrant to SRL | | | | 40,000 | | 40,000 |
| Equipment (if <\$500, include in direct cost) | | | | | | 0 |
| Total Non Personnel | | | | 41,730 | 0 | 41,730 |
| SubTotal - Direct Costs | | | | 78,758 | 0 | 78,758 |
| Subcontractor (if >\$25,000, exclude from direct cost) | | | | | | 0 |
| Equipment (if >\$500, exclude from direct cost) | | | | 700 | | 700 |
| Indirect (if 57% exclude tuition remission) | 0.57 | | | 42,845 | | 42,845 |
| Grand Total Budget | | | | 122,304 | 0 | 122,304 |